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ZONING HANDBOOK

A Guide to the New York City Zoning Resolution



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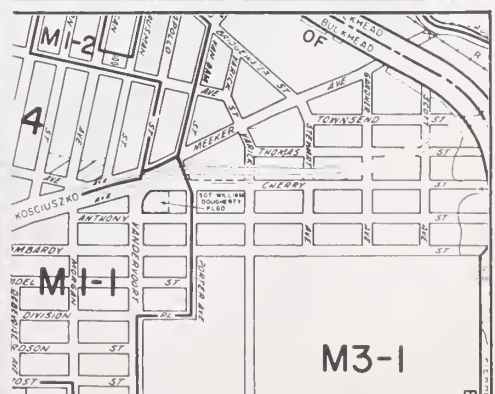
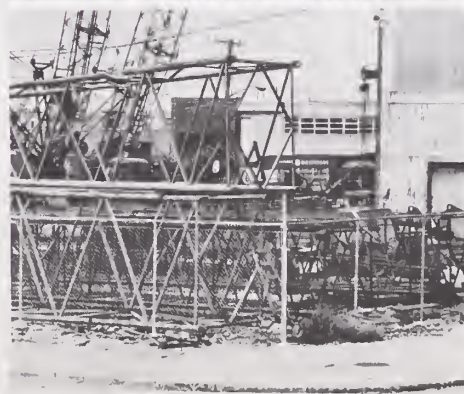
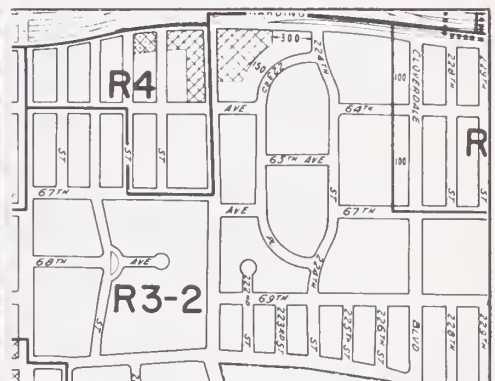
New York is big, diverse and complex. The Zoning Resolution reflects the City's diversity — and, of necessity, its complexity. However, zoning should not be intelligible only to specialists and experts.

The purpose of this handbook is to make zoning more accessible — to help New Yorkers understand basic concepts and how to apply them. It should aid both the novice and professional. But it should not be confused with the Zoning Resolution itself. When in doubt, consult the ordinance.

Designed as a text for community workshops, the handbook is also a guide to the development and preservation regulations enacted by the City Planning Commission and Board of Estimate.

It is, above all, a tool to help citizens participate fully in the planning process.

John E. Zuccotti





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Chapter 1 INTRODUCTION

Zoning shapes the City. Through zoning, a city not only controls building size, but population density and the way land is used. It is a key tool, along with the City's power to budget, tax and condemn property for carrying out planning policy. New York City has been a leader in zoning policy in the United States: it passed the nation's first comprehensive zoning resolution in 1916 and has continued to be a pioneer in the field.

The first zoning resolution was created in response to overdevelopment in Lower Manhattan. By 1900, New York had become the focus of private investment capital in the country. Expanding business needed office space. New merchants and retail shopping areas were springing up. Technical restraints which had traditionally limited building height vanished with the introduction of steel beam construction techniques and improved elevators.

In 1915 the 42-story Equitable Building was constructed, covering the corner of Pine Street and Lower Broadway. It cast a seven-acre shadow and reduced the value of surrounding properties. Meanwhile, warehouses and factories were intruding into the clusters of fashionable stores on Fifth Avenue.

The Manhattan skyline was forming. The time had come for the City to regulate its surging commercial growth.

The concept of enacting a set of laws to govern land use was revolutionary. The pioneering 1916 resolution, though a relatively simple document, was consequently the product of extensive community debate. It established height and setback controls and separated what were seen as functionally incompatible uses — such as factories — from residential neighborhoods.

The 1916 ordinance became a model for other urban communities in the United States as other growing cities found that New York's problems were not unique.

But, while other cities were adopting the New York model, the model itself refused to stand still.

The City changed rapidly as its population grew during the first half of the twentieth century. In 1916 the City's population was 5,047,000, but by 1960 it had grown to 7,783,000. Immigrants from Europe, Asia and the southern United States caused housing shortages and created a market for tenements built to maximum bulk and minimum standards. Transportation systems changed the way land was used. New development followed transit routes. Then the automobile changed patterns of land use. It also created traffic and parking problems never dreamed of in 1916.

The resolution was constantly amended. It had to be responsive to new technology, major shifts in land use, new government programs and population migrations. The amended resolution also had to meet the New York State requirement that it be in accordance with a "well-considered plan."

A comparable legal requirement was enunciated in the historically significant case which established the constitutionality of zoning. In 1926, the United States Supreme Court, in *Village of Euclid v. Ambler*, validated the zoning ordinance of Euclid, Ohio, finding that it rested on a comprehensive plan for the maintenance, protection and upgrading of the community. The court recognized that zoning is an appropriate extension of the community's authority to pass laws related to protecting the public health, safety, morals and general welfare.

This landmark decision provides a measure against which zoning regulations have been tested. The opinion also contains a far-seeing passage suggesting that zoning must evolve to meet the changing needs of changing times:

“Until recent years, urban life was comparatively simple; but with the great increase and concentration of population, problems have developed, and constantly are developing, which require, and will continue to require, additional restrictions in respect of the use and occupation of private lands in urban communities. Regulations, the wisdom, necessity and validity of which, as applied to existing conditions, are so apparent that they are now uniformly sustained, a century ago, or even half a century ago, probably would have been rejected as arbitrary and oppressive. . . . [While] the meaning of constitutional guarantees never varies, the scope of their application must expand or contract to meet the new and different conditions which are constantly coming within the field of their operation.”

The scope of the 1916 resolution did expand greatly “to meet the new and different conditions.” The expansion and changes, however, were ultimately more than the original framework could sustain. By the early 1950’s, the old resolution was held together by a patchwork of more than 2,500 amendments. The need for a new document was clear.

Though the need was obvious, the course of devising and approving a new ordinance was lengthy and complex. After discussion and public debate, the current ordinance was passed and took effect in 1961. This coordinated use and bulk regulations. Parking and loading requirements were built into the document. It introduced the concept of “incentive zoning” by offering a bonus of extra floor space to encourage developers of office buildings and apartment towers to include plazas in their projects. The resolution emphasized the value of open space. A flexible document, it was a product of the best planning, economic and architectural skills of its time.

However, it also had some shortcomings which surfaced with the experience of the passing years. Its emphasis on open space has sometimes resulted in tall buildings out of scale with their neighborhoods. And the open space provided has not always been particularly useful or attractive. New approaches have been developed since passage of the 1961 ordinance to deal with some of the problems that have emerged and a host of incentive zoning, special district, air-rights transfer and restrictive covenant techniques utilized to make zoning more a responsive and fine-grained planning tool.

There are currently several new concepts and reforms under discussion. These are noted briefly in chapter 10.

Cities never stand still, nor should zoning.

The City is divided into three basic zoning districts: residential, commercial and manufacturing.¹

The three basic categories are further subdivided into 21 zoning districts, ten residential, eight commercial, and three manufacturing.

Development within these districts is regulated by use, bulk and parking regulations.

Each zoning district regulates:

- permitted uses;
- the size of the building permitted in relation to the size of the lot;
- the required open space on the lot;
- the number of dwelling units or rooms permitted on the lot;
- the distance between the building and the street;
- the distance between the building and the lot line;
- the amount of parking required; and
- other requirements applicable to specific residential, commercial or manufacturing activities.

USE GROUPS

The uses permissible in each of these districts are found in one or more of eighteen “use groups” set forth in the ordinance. The uses listed in each group have common functional or nuisance characteristics. The use groups start with residential and institutional uses (use groups 1-4) and work their way up the nuisance scale from local retail and service uses (use groups 5-9) to regional shopping centers (use groups 10-12), heavy automotive service (use group 16) and manufacturing uses (use groups 17 and 18).

BUILDING SIZE

The size (or bulk) of a building on a lot is determined by the floor area ratio (FAR) assigned in the resolution to each zoning district. It is the principal bulk control in the resolution and controls the physical volume of a building. The floor area ratio expresses the relationship between the amount of usable floor area permitted in a building and the area of the lot on which the building stands.

For example, a building to be constructed on a 10,000 square foot lot in a district with a FAR of 10 could contain 100,000 square feet of floor space. Similarly, a building on a 6,000 square foot lot in a zoning district with an FAR of 6 could contain 36,000 square feet of floor space. The lowest FAR in any district is .5, meaning that a building can only contain floor space equal to half the area of the lot on which it stands. The highest FAR is 15 for high density office districts (the maximum FAR can be increased by taking advantage of bonuses). In these districts a building can contain floor space equal to 15 (or more with bonuses) times the area of the lot on which it stands.

OPEN SPACE

This control applies only to residential developments, underscoring the resolution’s concern with insuring the provision of adequate open space in residential neighborhoods.

¹Residential, commercial and industrial activities are major users of land and they presently occupy about 67 percent of the City’s net land area, exclusive of streets. (Streets comprise about 27 percent of the City’s gross area.) The remaining 33 percent of the City’s net area consists of parks and recreational uses (23 percent); schools, hospitals and other public and private institutions and community facilities (6 percent); and major airports (4 percent). Zoning laws do not apply to public streets and public parks.

Open space is controlled by the Open Space Ratio, which expresses the percentage of total floor area of a building that must be provided as open space on a development lot. For example, in a district with an open space ratio of 19, the amount of open space required on the lot would be 19 percent of the total floor area of the building.

DENSITY

Another basic provision which applies only to residential developments relates to population density. Density means the number of people living in a certain area, generally expressed in terms of the number of families, households or units per acre. The purpose of density controls is to provide for a variety of life styles as well as to permit the City to plan in an orderly way for new schools, utility improvements and transit expansion. It is one of several mechanisms to control the intensity of development, so development does not outstrip the City's ability to provide services.

Population density is controlled by the requirement (which varies by district) that a specified number of square feet of lot area must be provided per dwelling unit or habitable room. And the number of rooms allowed on a lot, in essence, controls the number of people who can reside in the buildings.

OTHER CONTROLS AFFECTING BUILDING SPACING AND HEIGHT

Floor area, open space and density controls prevent an area from being overdeveloped and overcrowded. However, these controls by themselves cannot prevent structures from depriving people in other buildings and on the street of adequate light and air. To insure the provision of adequate light and air, there are yard regulations, height and setback regulations, building spacing regulations, and court regulations, among others. These regulations help determine the height, length and bulk of a building and its disposition on the lot.

YARDS

Yard regulations separate structures and provide space between them. For example, at least a 30-foot rear yard is required for residential buildings. Therefore, the space between the rear of two structures, built opposite each other on the same block, would be 60 feet — providing the same access for light and air as for buildings fronting on typical 60-foot streets. Front and side yard requirements largely perpetuate existing neighborhood style or establish new design characteristics.

HEIGHT AND SETBACK

Height and setback provisions also provide for light and a sense of openness in the streets. In all districts, the height of a building's front wall at the street line is limited to a specified number of stories. Above that height, a building is required to set back behind an imaginary inclined plane — the "sky exposure plane". In high density districts a tower rising without setback which covers only 40 percent of its lot is permitted to penetrate the sky exposure plane because its compensating slender profile provides more open space at the street level and benefits surrounding structures.

It should be noted that, except in a few districts, there is no specific height limitation in the zoning resolution. Rather, building height is determined by the interplay of a variety of regulatory, design and economic factors. These tend to produce buildings of a generally similar height range in any district, but wide discrepancies are possible.

Residential buildings on the same parcel are also required to provide space between them according to a special formula.

In order to provide adequate light and air to windows on courts, minimum court sizes are established. In addition, there are also requirements for the amount of open space which must be provided in front of legally required windows.

PARKING

Zoning laws also require the provision of off-street parking for practically all new developments. Parking on the site of a new development helps eliminate congestion on nearby streets. Off-street loading berths for commercial and manufacturing uses are also required where necessary.

SIGNS

The size and placement of signs are also regulated in each zone.

PERFORMANCE STANDARDS

Manufacturing uses and certain heavy commercial uses are subject to performance standards which limit noise, air pollution and other nuisance creating activity. These zoning controls provide minimum acceptable standards, and are designed to provide both building occupants and the general public with light, air and ventilation, and a safer, more livable environment.

THE RESOLUTION IS NOT RETROACTIVE

Regulations generally do not affect existing land use or buildings which were legal when built under former codes or different classifications. Such uses are known as legal non-conforming uses. Buildings which conform with use regulations but do not comply with bulk regulations are subject to controls limiting their enlargement or conversion. In addition, they may not be reconstructed if badly damaged. Otherwise, such bulk non-compliance may continue.

AS OF RIGHT DEVELOPMENT

Most development or use of unimproved land need only meet the provisions of the Zoning Resolution to be granted a building permit as a matter of right. This means that a developer may build a structure "as of right" if the Department of Buildings is satisfied that the structure complies with the Zoning Resolution and Building Code. No action is required by the City Planning Commission under such circumstances. The developer simply files architectural plans with the Department of Buildings and can begin construction upon issuance of a building permit.

SPECIAL PERMITS

Other development is permitted by Special Permit from the City Planning Commission and the Board of Estimate, after public hearings, under specified conditions set forth in the Resolution. For example, uses such as riding academies, electric substations, race tracks, and sewage disposal plants, require careful design and siting treatment to insure that they do not adversely affect surrounding neighborhoods. The ordinance establishes special review procedures in considering these facilities. Each of these uses has certain characteristics which make such special consideration essential — those involving significant planning issues are assigned to the City Planning Commission and the Board of Estimate, with other permits referred to the Board of Standards and Appeals.

ZONING AMENDMENTS

In some cases, zoning constraints might make for awkward layout or prevent useful development. In some cases, a change in zoning to another classification could help preserve an area from unwarranted, destructive change. Only the City Planning

Commission may initiate a zoning amendment. Amendments may only be approved after public hearing by the Planning Commission and subsequent approval by the Board of Estimate. It is important to note that all zoning amendments must satisfy legal requirements as discussed in the final section of this chapter.

VARIANCES

Sometimes the peculiar shape or unusual topography of a parcel would cause the owner unnecessary hardship were he required to comply with all the applicable regulations of the resolution. In such cases, the Board of Standards and Appeals may grant variances from the use and bulk provisions of the resolution to the extent necessary to permit a reasonable use of the parcel.

LEGAL CONSTRAINTS IN FRAMING

A ZONING RESOLUTION OR AMENDING IT

Zoning may design cities; it also affects property values. As such, the courts have laid down general guidelines to insure that individual owners do not reap undue windfalls nor suffer serious privation because of zoning actions.

Section 20 (25) of the *New York General City Law* states that zoning must be "in accord with a well-considered plan." This has been interpreted by the courts to mean that any zoning proposal or action must be intended to benefit the community consistent with the City's planning objectives.

A zoning change which would enrich one or a group of property owners in the absence of a direct relationship to public policy, obligations and objectives could be challenged. Such inappropriate actions, particularly when benefit to one owner is coupled with injury to surrounding owners, are often found by the courts to be "spot zoning" and illegal.

At the other extreme, zoning may not totally deprive an owner of the use of his property. Such an action could be set aside by the courts as a confiscation without due process and therefore unconstitutional. However, zoning which reduces the value of land through use or bulk restrictions is not necessarily invalid. The law requires that owners be compensated if their property is taken for a public purpose. The question at issue is: when does a permissible reduction in property use and value become an unconstitutional taking?

Chapter 3 RESIDENCE DISTRICTS

New York is a City of diverse neighborhoods, ranging from clusters of single-family homes on large lots to areas with small apartment houses and large towers. Zoning must reflect and encourage this diversity. Zoning must also reflect and help to maintain a working balance between the number of people living in an area and the capacity of the City to furnish needed public services.

Housing, certain community facilities and institutions and local stores (where specially mapped as a commercial overlay in residential areas – for example, to permit ground floor shops in apartment houses), may be built in residence districts. Residential and community facility uses are grouped under two residential use groups (use groups 1 and 2) and two community facility use groups (use groups 3 and 4 – community facilities are discussed in Chapter 6 of the Handbook).

There are 10 residence districts (R1 to R10). All have the prefix R followed by a number which relates to density and certain other controls such as required parking. With the exception of the more restrictive R1 and R2 districts, the various residence districts all permit the same uses, but are distinguished by permitted bulk and density and required parking and open space.

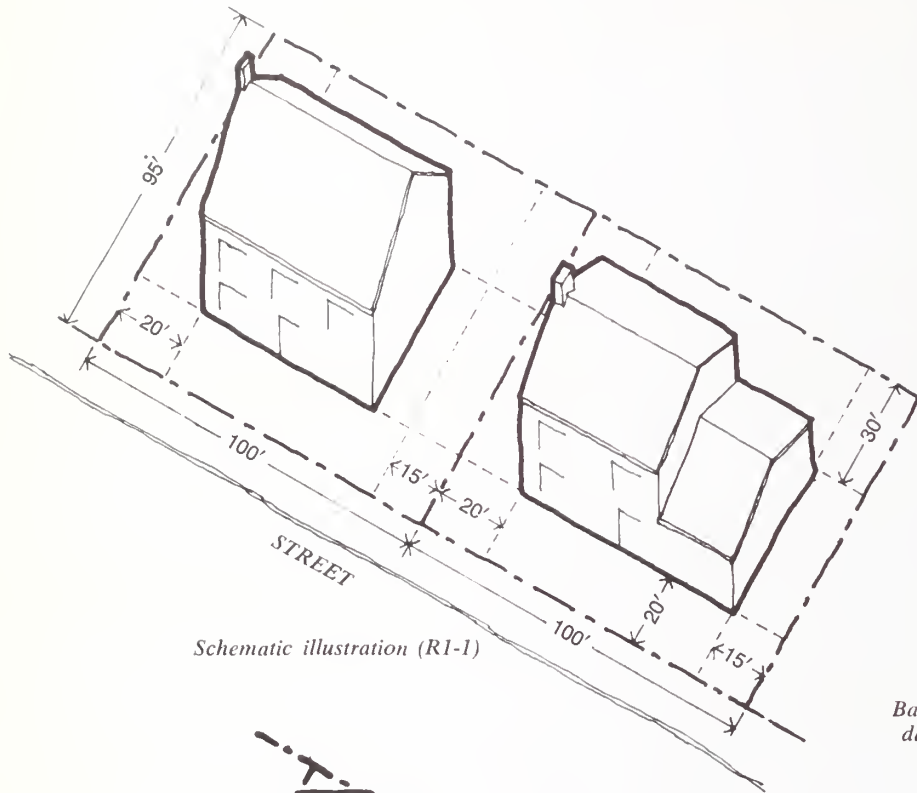
The resolution seeks to promote design flexibility, to encourage more open space and to foster development that is generally compatible with the character of the surrounding community. These objectives in R6 through R9 districts are addressed by a complex formula involving three variable controls: floor area ratio, height factor, and open space ratio. The framers of the resolution assigned a range of floor area ratios in these districts (R6 through R9).

The maximum FAR in each case is reached for a building of a specified height – presumably the height most compatible with the surrounding neighborhood. Each residence district has such a height factor which can be determined from a table in the ordinance. Theoretically, a developer would choose to build a structure at a height that gave him the maximum amount of FAR. However, depending on the size and configuration of the lot, this maximum FAR building might not leave enough open area to satisfy open space ratio requirements. Or, lot area per room requirements (a density control) could inhibit development of a maximum FAR building; the number of rooms permitted might not be sufficient to fill out the maximum floor area unless the rooms were uncommonly large. Or, though it could meet all requirements, the resulting building would have an awkward shape with adverse marketing consequences. Therefore, a developer might choose to build at less than the maximum FAR to satisfy all economic and legal requirements.

If a developer acquires a sufficiently large site in a predominantly low-rise neighborhood he may have the option of covering the site with low-rise buildings, or leaving the overwhelming part of the site open and utilizing the floor space in a few high-rise buildings. This trade-off permitted by the resolution in R3-2 and higher density residential districts can result in the saving of open space and the erection of buildings taller than typical in the neighborhood.

R1

A few areas of the City in Queens and in sections of Riverdale in the Bronx, and Midwood in Brooklyn are mapped as R1 districts to conform with existing development. R1 districts permit only single-family detached houses on lots at least 100 feet wide (in R1-1 zones) or 60 feet wide (in R1-2 zones). These zones limit population density by allowing only four to seven households per acre. Houses are characteristically on large landscaped lots. Many of these areas are far from public transportation. Most families in these districts own at least one car. One on-site parking space is required for each dwelling unit.



Schematic illustration (R1-1)

Basic
data

Single-Family Detached Residences

Minimum Lot Size:

9,500 square feet lot area;
100 foot lot width

Maximum FAR: 0.50

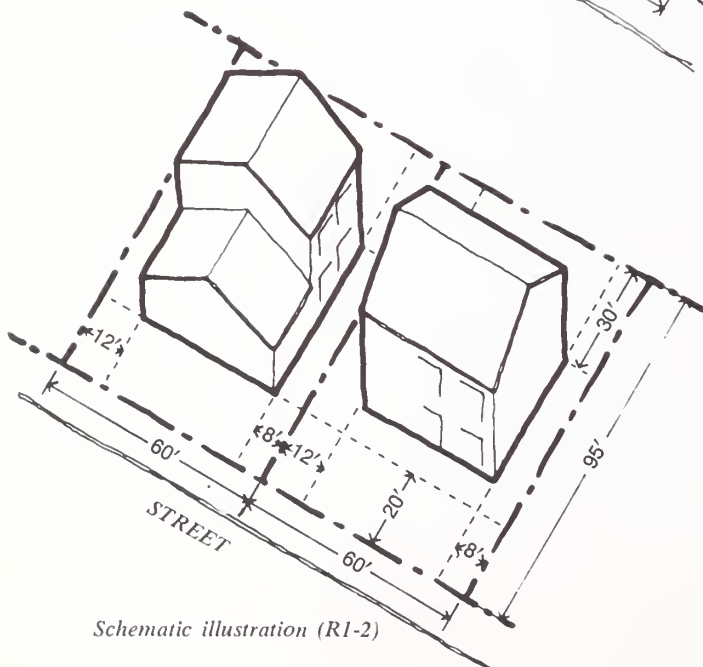
Minimum OSR: 150.0

Houses per Acre: 4

Front Yard: 20 feet

Side Yards: 35 feet total, 15 foot minimum

One Parking Space Required per House



Schematic illustration (R1-2)

Single-Family Detached Residences

Minimum Lot Size:

5,700 square feet lot area;
60 foot lot width

Maximum FAR: 0.50

Minimum OSR: 150.0

Houses per Acre: 7

Front Yard: 20 feet

Side Yards: 20 feet total, 8 feet minimum

One Parking Space Required per House

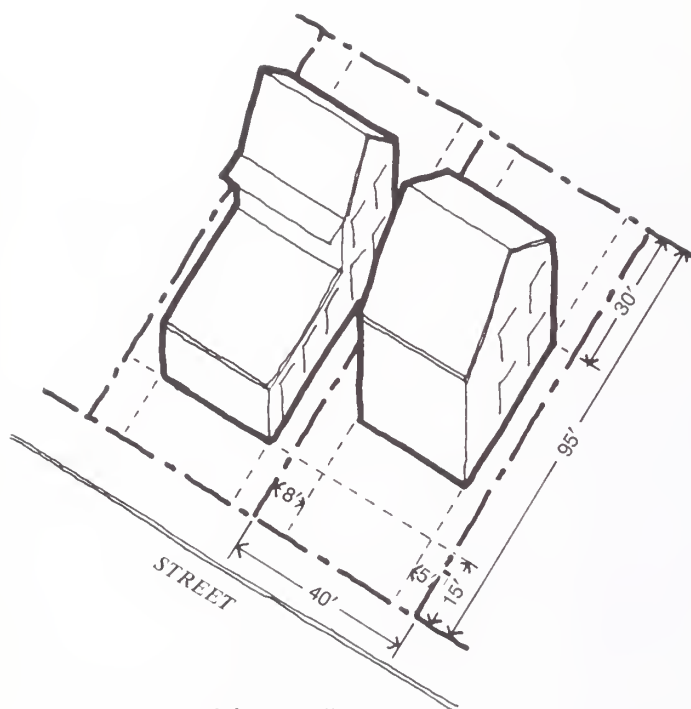
R1



*Typical
development
in R1-1*

R2

R2 districts have a higher density than R1 zones, but residential development is also restricted to single-family homes. The FAR is the same as in R1 districts (0.5), but homes are generally smaller because of the smaller 40-foot lot width permitted in R2 districts. The 40-foot lot width remains the minimum size for detached one- and two-family homes in all districts allowing residences (except R1). The smaller lots permitted in R2 districts result in an increase in density to 11 houses per acre. This district is mapped in many low density areas to conform with the character of existing development. One parking space is required for each home in an R2 district.



Schematic illustration

Basic data

Single-Family Detached Residences

Minimum Lot Size:

3,800 square feet lot area;
40 foot width

Maximum FAR: 0.50

Minimum OSR: 150.0

Houses per Acre: 11

Front Yards: 15 feet

Side Yards: 13 feet total, 5 feet minimum

One Parking Space Required per House

R2



*Typical
development*

R3

Basic
data

Typical Development:

One- or two-family residences,
detached or semi-detached (R3-1)
Various building types (R3-2)

Minimum Lot Size:

Detached: 3,800 square feet;
40 foot lot width
Other: 1,700 square feet;
18 foot lot width

Maximum FAR: 0.50

Minimum OSR: 150.0

Lot Area per Room: 375 square feet

Rooms per Acre: 116

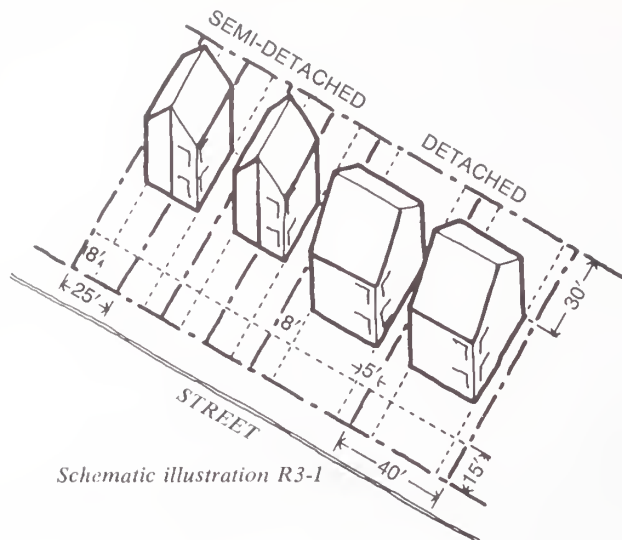
Front Yard: 15 feet

Side Yards:

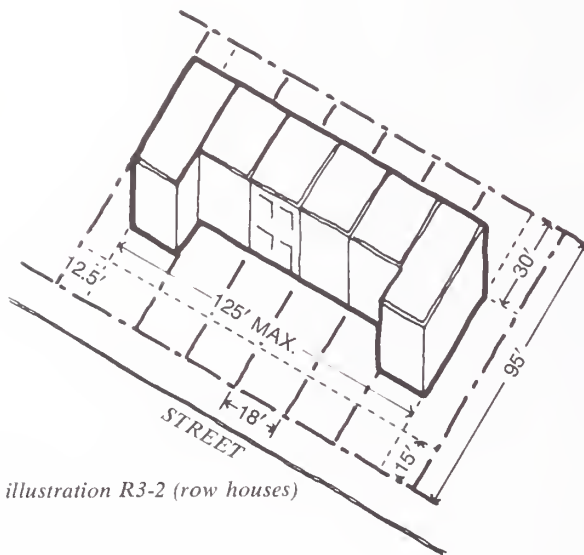
13 feet total; 5 feet minimum
(detached houses)
8 feet or 10% of building length.

Parking Spaces Required:

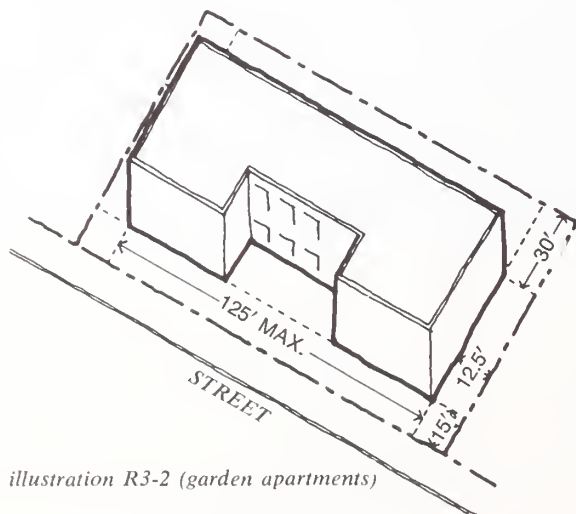
100% of Dwelling Units



Schematic illustration R3-1



Schematic illustration R3-2 (row houses)



Schematic illustration R3-2 (garden apartments)

R3



*Typical
development
in R3-2*

There are two types of R3 districts:

R3-1 districts permit only one- and two-family homes. They may be detached or semi-detached. Though the FAR is the same as in R1 and R2 districts (0.5), density can be slightly higher than the 11 households per acre in R2 districts because of the semi-detached two-family homes permitted.

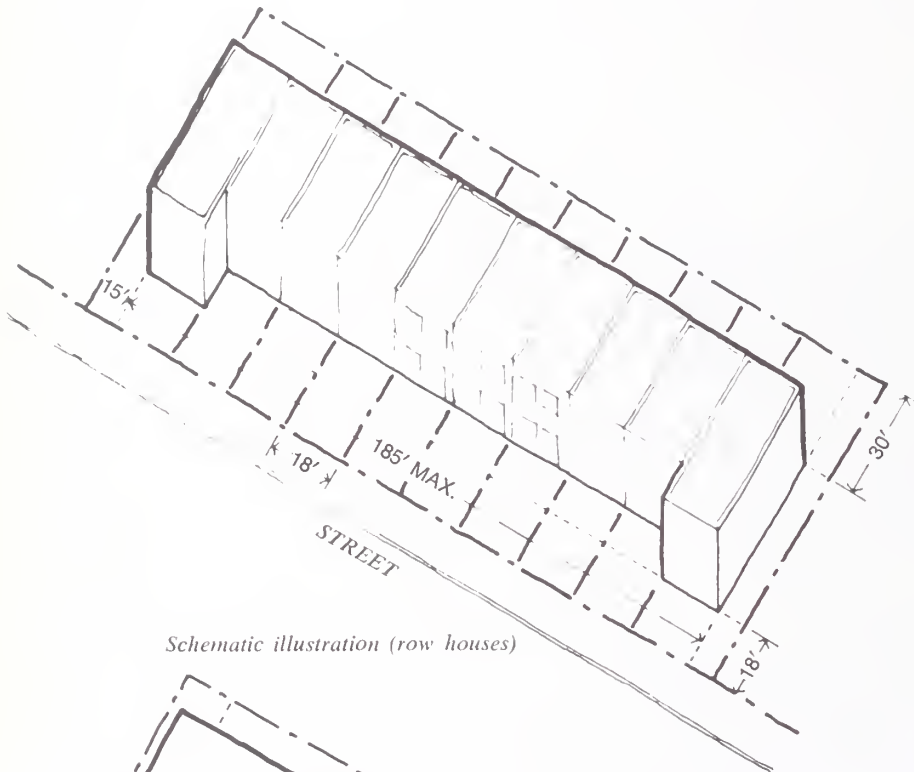
R3-2 districts are the least dense zones in which multiple dwellings are allowed. The R3-2 designation allows for a variety of housing types, including garden apartments, row houses and an occasional apartment house surrounded by extensive open space. The FAR in R3-2 districts is also the same as in R1 and R2 zones — 0.5. However, density can be double that in R3-1, reflecting the flexibility in housing type.

Both R3 districts require one parking space per dwelling unit. R3-1 is generally mapped to follow existing patterns of development in areas such as Jamaica Estates and Whitestone in Queens, Grasmere in Staten Island, and Midwood in Brooklyn. However, the R3-2 designation, because of its flexibility, is mapped in both vacant and built-up areas. R3-2 is the predominant zoning type on Staten Island and is mapped in large portions of boroughs outside of Manhattan.

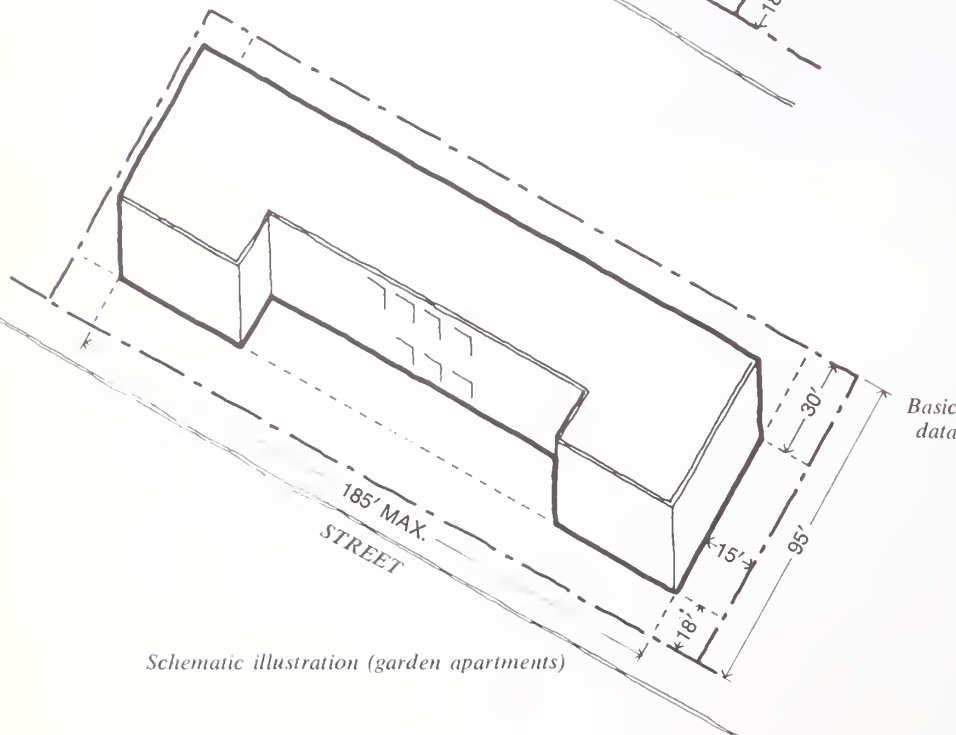
R4

R4 districts are similar to R3-2 zones, permitting the same variety of housing, but with a 50 percent increase in building bulk. R4 districts are widely mapped in all boroughs except Manhattan. The areas zoned R4 are not generally served directly by mass transit. Typical R4 districts are College Point in Queens, Throgs Neck in the Bronx, and Canarsie in Brooklyn. Depending on housing type, density can reach approximately 35 dwelling units per acre.* One parking space is required for each dwelling unit.

*Density (the number of dwelling units per acre) is calculated on the basis of a 2-bedroom dwelling unit.



Schematic illustration (row houses)



Schematic illustration (garden apartments)

General Residence District

Maximum FAR: 0.75

Minimum OSR: 80.0

Floor Area per Room: 205 square feet

Rooms per Acre: 158

Front Yard: 18 feet

Side Yards:

8 feet of 10% of building length

15 feet maximum (for buildings not exceeding 2 stories and basement)

Maximum Length of Row: 185 feet

Parking Spaces Required:

100% of Dwelling Units

R4

*Typical
row house
development
in R4*



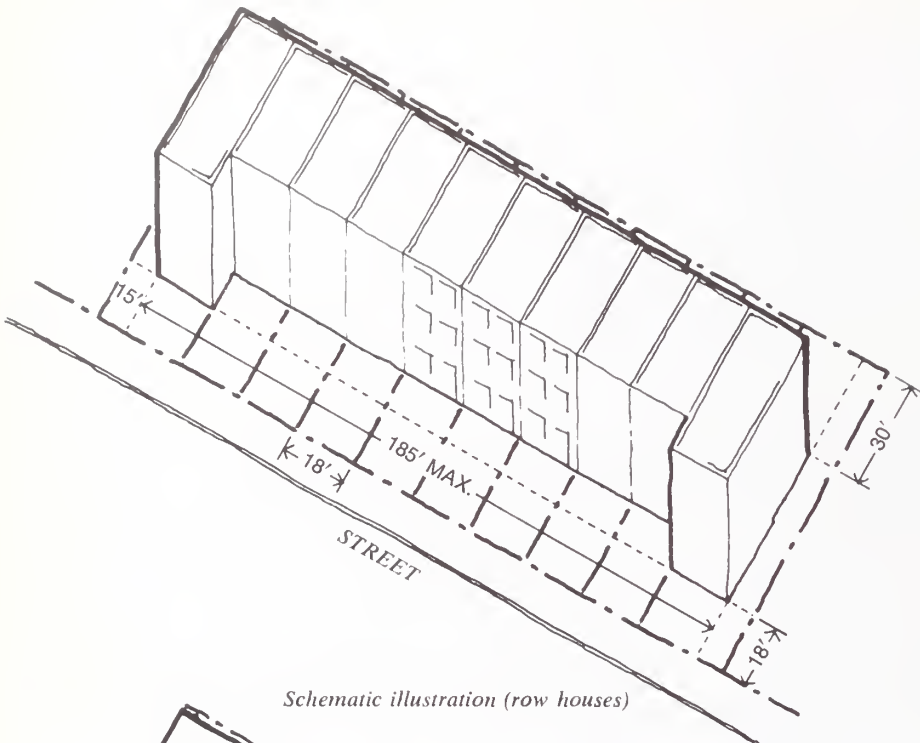
Special Infill Provisions in R4 and R5 Districts

In 1973, special infill housing provisions were introduced to encourage the development of two- and three-family privately financed middle-income housing in predominantly built-up sections of R4 and R5 districts. A modest increase in floor area is permitted for such development. However, to insure that infill housing generally conforms to existing neighborhood scale, there is a height limitation of 32 feet and a maximum area limitation for any zoning lot of 1.5 acres. Infill housing can be built only in blocks that are at least 50 per cent developed and must provide an 18-foot setback (generally used for driveways) to prevent parked cars from jutting into sidewalks.

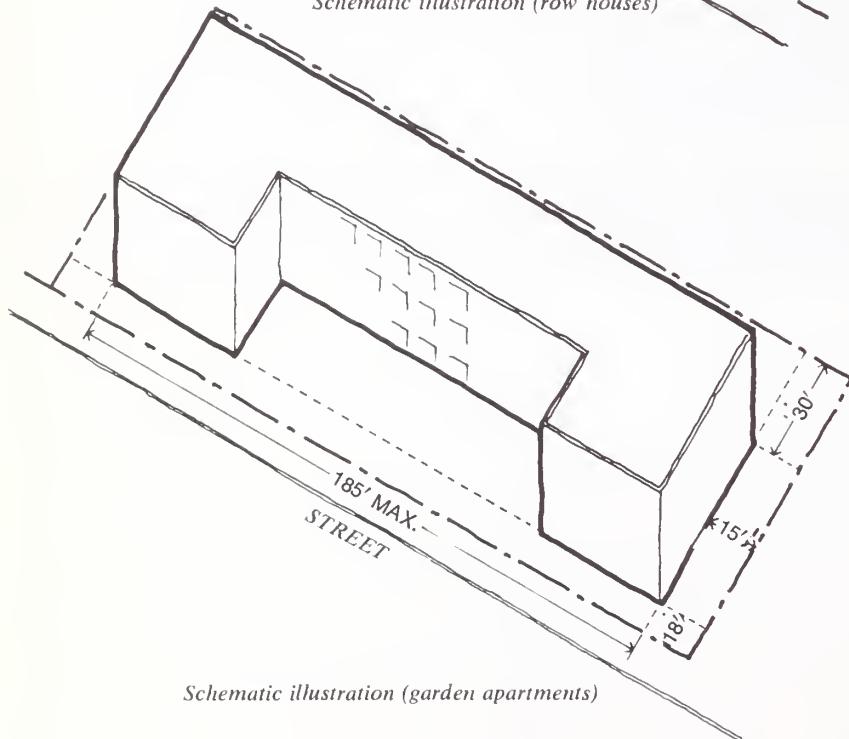
R5

The R5 designation applies to medium density districts containing apartment buildings, and two- and three-family row houses. This district, with the variety of housing types that it can reasonably accommodate, provides another transitional step from low to higher density areas. The permissible FAR in R5 districts is 1.25.

R5 districts are widely mapped in Brooklyn, the Bronx and Queens and in the more developed areas of Richmond. Typical R5 areas are Astoria in Queens, East New York in Brooklyn and West Brighton in Staten Island. Depending on housing type, density can reach 50 dwelling units per acre. Parking is required for each dwelling unit in one-, two- and three-family houses, while one parking space is required for 85 percent of the apartments in multiple dwellings. Most R5 districts are mapped in areas with rapid transit access. It is the lowest density district in which a parking space is not required for each dwelling unit.



Schematic illustration (row houses)



Schematic illustration (garden apartments)

*Basic
data*

General Residence District

Maximum FAR: 1.25

Minimum OSR: 40.0

Floor Area per Room: 215 square feet

Rooms per Acre: 252

Front Yard: 18 feet

Side Yards:

8 feet or 10% of building length.

15 feet maximum (for buildings not exceeding 2 stories and basement)

Maximum Length of Row: 185 feet

Parking Spaces Required:

One per Dwelling Unit, or 85% if grouped

R5

*Typical
row house
development
in R5*

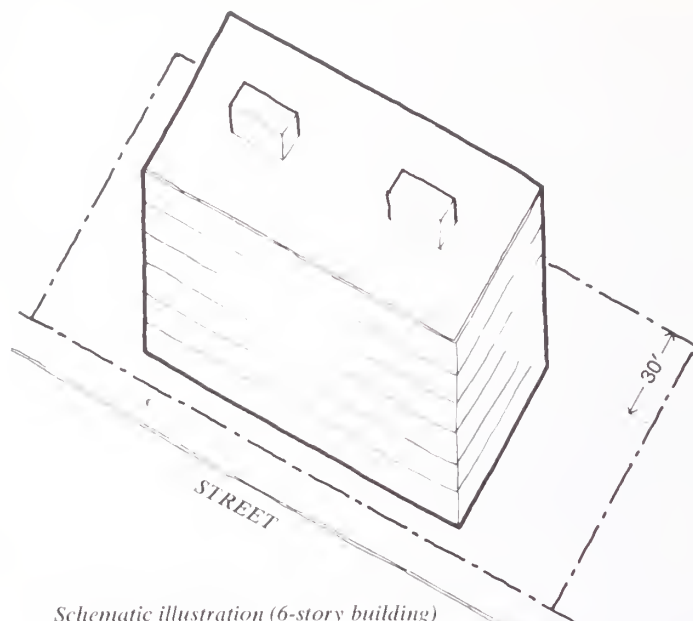


Special Infill Provisions in R4 and R5 Districts

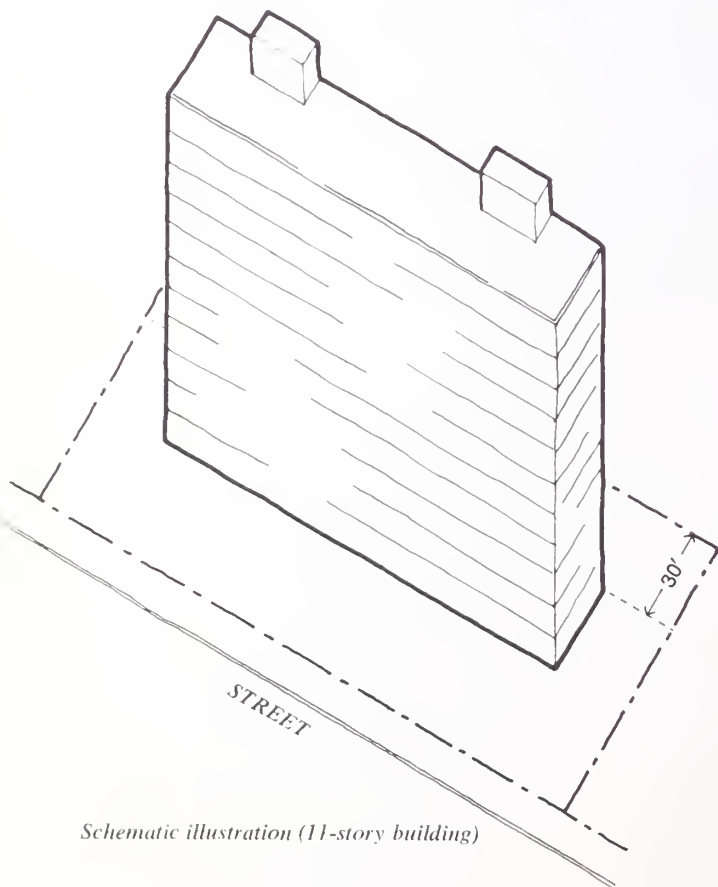
In 1973, special infill housing provisions were introduced to encourage the development of two- and three-family privately financed middle-income housing in predominantly built-up sections of R4 and R5 districts. A modest increase in floor area is permitted for such development. However, to insure that infill housing generally conforms to existing neighborhood scale, there is a height limitation of 32 feet and a maximum area limitation for any zoning lot of 1.5 acres. Infill housing can be built only in blocks that are at least 50 per cent developed and must provide an 18-foot setback (generally used for driveways) to prevent parked cars from jutting into sidewalks.

R6

R6 districts are appropriate for medium density housing. Typical R6 development, usually between six and 12 stories, is common in built-up areas of all boroughs except Richmond. FAR in R6 districts ranges from 2.0 to 2.43. The higher ratio is granted for new buildings that provide more open space. Density — up to 100 units per acre — is double that of R5. R6 is the highest density district found in Staten Island and the lowest in Manhattan (mapped in Greenwich Village). Typical R6 areas include Ridgewood in Queens, Parkchester in the Bronx, and Bedford-Stuyvesant in Brooklyn. Parking must be provided for 70 percent of the dwelling units.



Schematic illustration (6-story building)



Schematic illustration (11-story building)

Basic data

General Residence District

Maximum FAR: 2.00 to 2.43

Minimum OSR: 30 to 33.5

Lot Area per Room: 105 to 99 square feet

Rooms per Acre: 415 to 440

Parking Spaces Required:

One per Dwelling Unit, or 70% of Dwelling Units if grouped

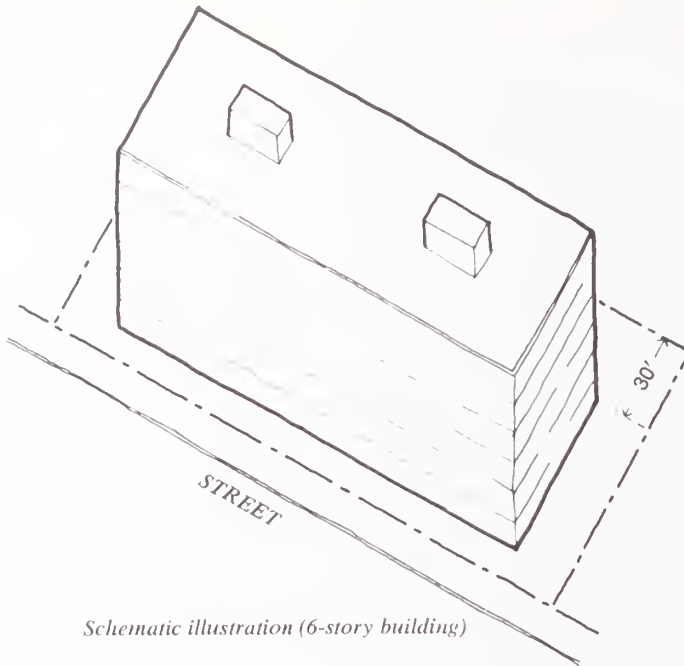
R6



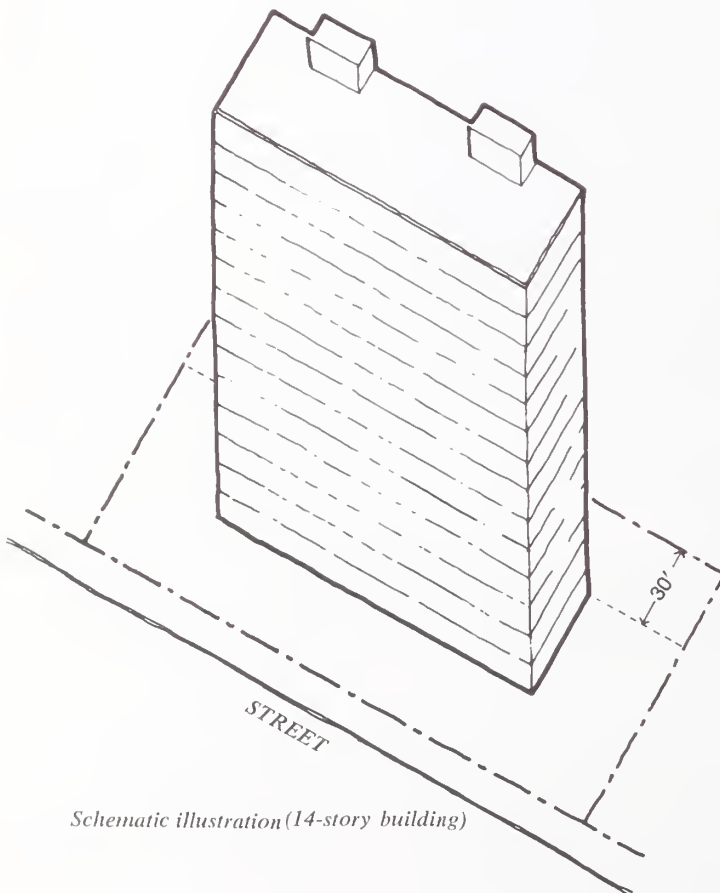
*Typical
development
in R6*

R7

R7 is a medium density apartment house district, common to much of the Bronx as well as Harlem, Washington Heights and mid-block areas of Manhattan's upper west side. Other typical areas include Jackson Heights in Queens and the section around Crotona Park in the Bronx. Density is 135 dwelling units per acre; FAR ranges from 2.88 to 3.44. Parking requirements reflect the fact that most of these districts have generally good access to public transportation. Parking is required for 60 percent of the new dwelling units in R7-1 districts and for 50 percent of the new units in R7-2 districts.



Schematic illustration (6-story building)



Schematic illustration (14-story building)

*Basic
data*

General Residence District

Maximum FAR: 2.88 to 3.44

Minimum OSR: 18.0 to 22.00

Lot Area per Room: 81 to 77 square feet

Rooms per Acre: 538 to 573

Parking Spaces Required:

- R7-1 One per Dwelling Unit or
60% of Dwelling Units if grouped
- R7-2 50% of Dwelling Units

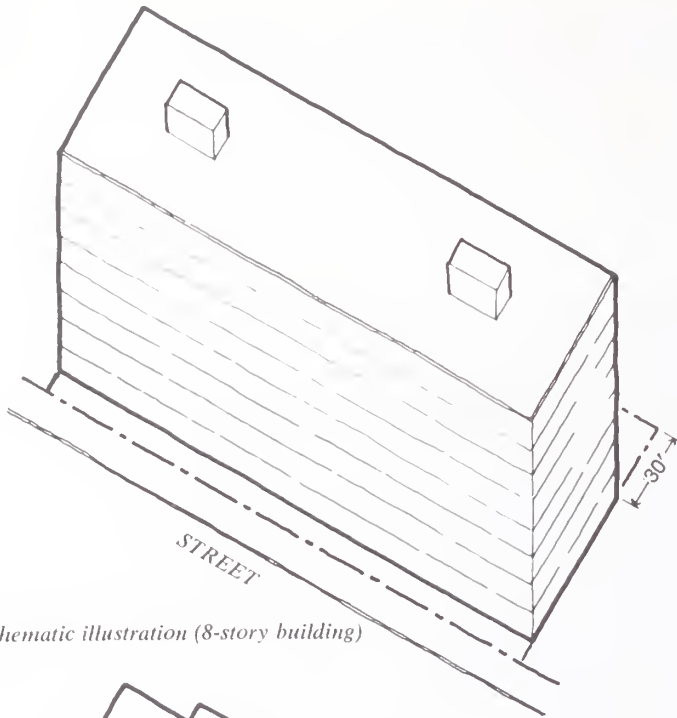
R7



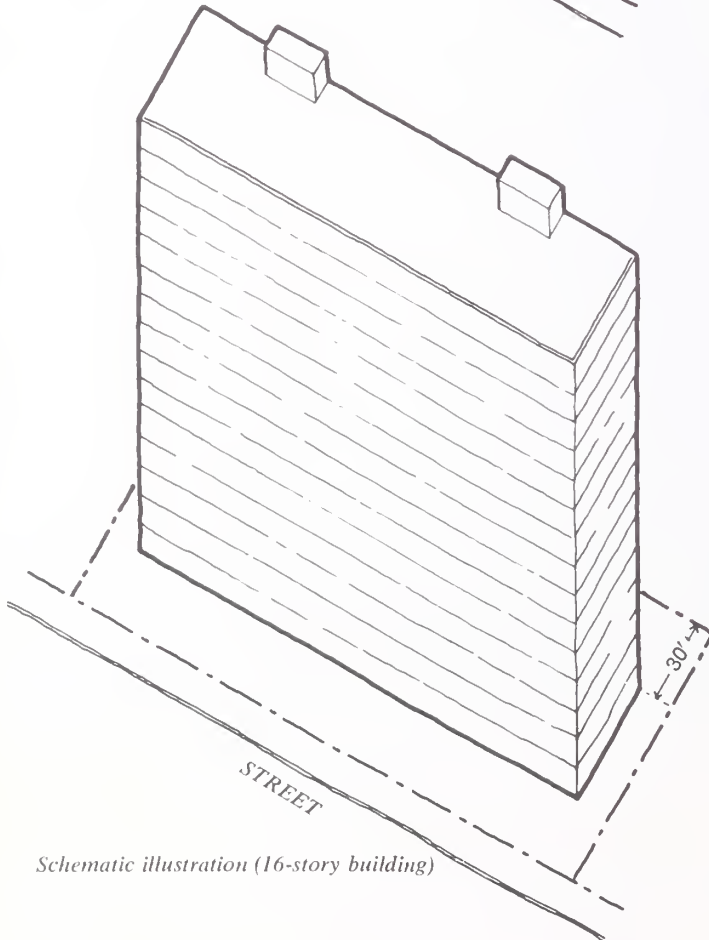
*Typical
6-story
development
in R7*

R8

R8 is the highest density district in the Bronx (found along the Grand Concourse) and is widely mapped to maintain the lower mid-block profile in Manhattan's upper east side. It can be found in Brooklyn in the vicinity of Grand Army Plaza. The FAR in R8 districts is 4.88 to 6.02—approximately two-thirds greater than that allowed in R7. It produces a density of 185 to 220 dwelling units per acre. Parking must be provided for only 40 percent of the new dwelling units because these districts are served by mass transit.



Schematic illustration (8-story building)



Schematic illustration (16-story building)

Basic data

General Residence District

Maximum FAR: 4.88 to 6.02

Minimum OSR: 8.0 to 10.7

Lot Area per Room: 53 to 45 square feet

Rooms per Acre: 822 to 968

Parking Spaces Required:
40% of Dwelling Units

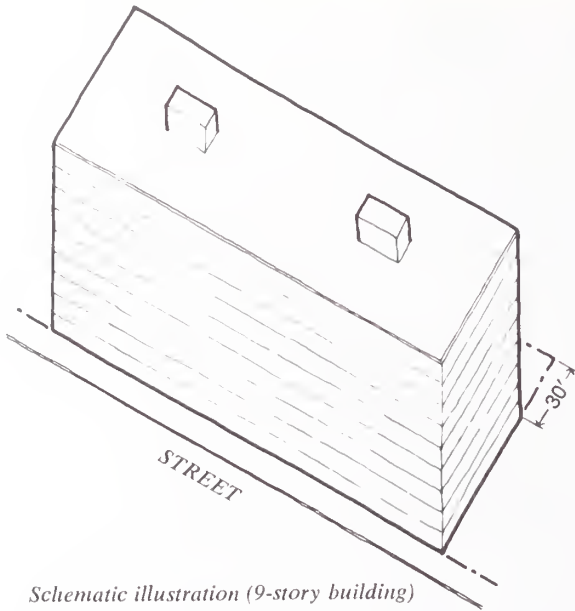
R8



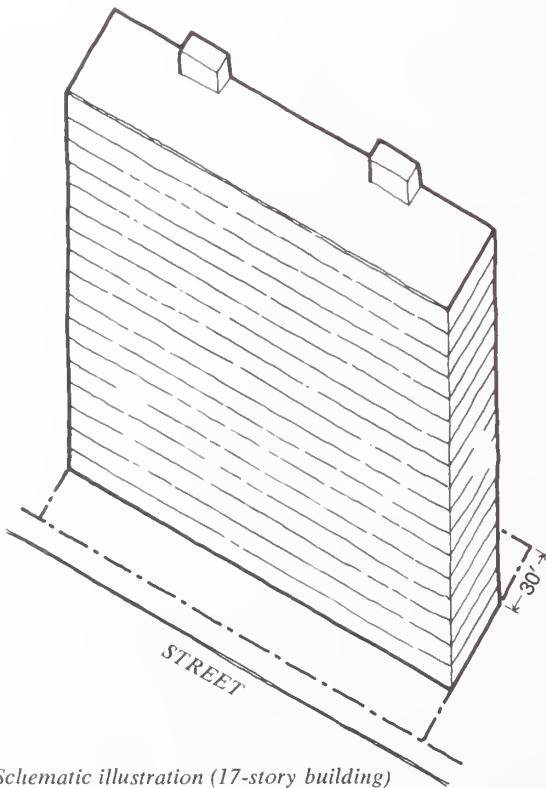
*Existing
mid-block
development
in Manhattan's
Upper East Side
is zoned R8.
Low Buildings
are R8 in bulk.*

R9

The few R9 districts are mapped along some major avenues and crosstown streets south of 96th Street in Manhattan. It is not found in any other borough. The FAR ranges from 6.54 to 7.52 – with density ranging from 228 to 248 units per acre. If smaller apartments are provided, density could reach 300 units per acre. It has the lowest open space requirement of any residential district (except R10 where none is required). Parking must be provided for 40 percent of the dwelling units.



Schematic illustration (9-story building)



Schematic illustration (17-story building)

Basic data

General Residence District

Maximum FAR: 6.54 to 7.52

Minimum OSR: 4.2 to 6.2

Lot Area per Room: 42 to 41 square feet

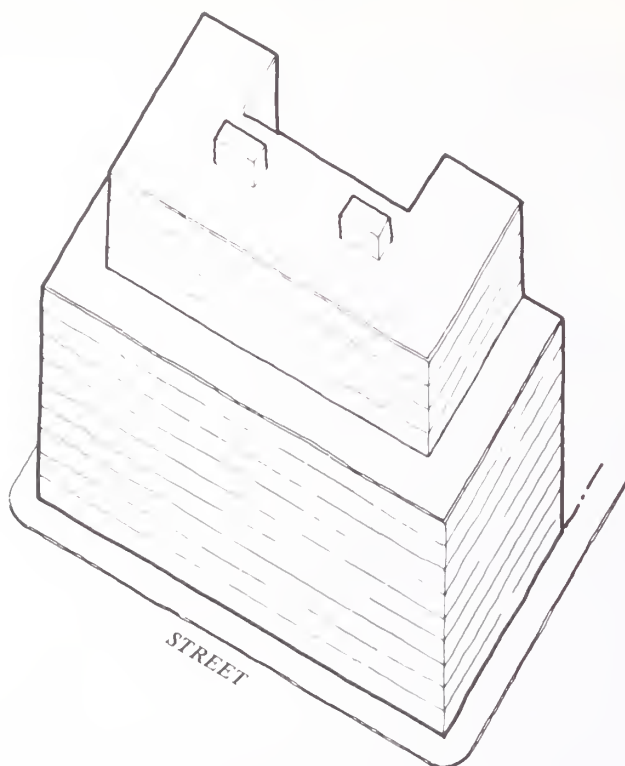
Rooms per Acre: 1037 to 1062

Parking Spaces Required:
40% of Dwelling Units

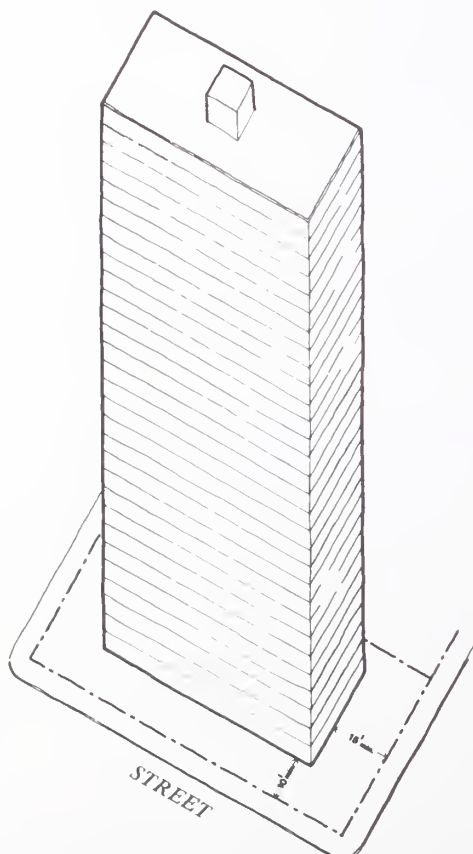
R9

*Typical
development
in R9*





Schematic illustration (13-story building) – High Coverage



Schematic illustration (30-story building) – Low Coverage

R10

R10 is the highest density district, mapped on major avenues and crosstown streets south of 96th Street in Manhattan and in the Manhattan and Brooklyn central business districts. The permitted FAR of 10 can be increased to 12 if a large plaza or arcade is provided. (FAR 12 is the maximum residential density permitted by the State Multiple Dwelling Law.) The plaza bonus substitutes for an open space requirement. Where the plaza is provided, densities can reach 400 dwelling units per acre. The high densities permitted in these districts may be partially offset by the larger room sizes generally associated with apartments in luxury buildings. Parking is required for 40 percent of the units in new developments. (R10-H is a special residential district mapped along Central Park South in which commercial hotels may be built by special permit.)

Basic data

General Residence District

Maximum FAR: 10.00; with Bonus, 12.00

Lot Area Per Room: 30 to 25 square feet

Rooms per Acre: 1452 to 1742

Parking Spaces Required:

40% of Dwelling Units

R10

*Typical
tower
development
in R10*



Zoning Analysis

ZONING ANALYSIS OF A TYPICAL BUILDING IN AN R6 DISTRICT

A developer planning a six-story building owns a lot 400 by 100 feet in an R6 district. The maximum FAR for a six-story building in an R6 district is 2.14. Therefore, the building could have a maximum floor area of 85,600 feet (2.14 times 40,000).

The floor area of a building is the sum of the gross areas of all floors, excluding cellars (where more than half of the story is below curb level) and space used for mechanical equipment. Space used for an accessory garage located within the structure, but which is no higher than 23 feet above curb level, is also excluded from floor area calculations. (In our example, the amount of such excluded floor area would be approximately 41,260 square feet.)

The amount of open space on the zoning lot can be computed once the floor area of the building is known. In this case with an open space ratio of 30, 30 percent of the total floor area of the building must be provided on the lot as open space. Open space, as defined in the resolution, is that part of a zoning lot which must be open and unobstructed to the sky. It must be accessible to all residents of a building. (Under certain circumstances, roof area counts as open space and in certain districts need not be accessible to occupants.) Certain obstructions, such as unenclosed terraces and swimming pools are permitted in open space and up to 50 percent of the required open space may be used for off-street parking. The required open space for this building would be approximately 25,680 square feet, or 30 percent of 85,680, the allowed floor area. Approximately 64 percent of the lot (or 25,680 of 40,000 square feet) would be open space.

In our example the building must provide a 30 foot rear yard so that the rear of the building and the adjoining property can be assured of adequate light and air. No side yards or front yards are required in this district. However, the open space regulations are sufficiently flexible so that generous yards could be provided in front or along the sides of the building, or the structure could be built at the front lot line with the major amount of open space at the rear. The number of rooms allowed in the building is determined by the amount of lot area required for each room.

A minimum lot area per room of 105 square feet is required in an R6 district for a building with the open space ratio of 30. Therefore, a building erected on this 40,000 square foot lot would be allowed 381 rooms.

These 381 rooms could be used for about 90 dwelling units of various sizes from one to three or more bedrooms. A studio apartment counts as 2½ rooms, a one-bedroom apartment counts as 3½ rooms for zoning purposes, a two-bedroom as 4½ rooms, etc.

The parking requirement for this building is 70 percent of the number of dwelling units. Therefore, 63 parking spaces are required. About 40 parking spaces could be provided in the form of open parking on the zoning lot within the 50 percent of open space that may be devoted to parking. The remaining 23 parking spaces would have to be provided in a garage in the basement of the building.

The resulting building, then, a six-story structure on a 40,000 square foot lot, would cover nearly 36 percent of the lot and contain 85,600 square feet in floor space. It would have 90 apartments (a likely breakdown would be 20 three-bedroom units, 32 two-bedroom units, 32 one-bedroom units and 6 studio apartments) with 63 parking spaces.

In zoning terminology the building would be described in the following manner:

Lot Area: 40,000 square feet

Maximum Permitted Floor Area Ratio: 2.14

Resulting Floor Area: 85,600 square feet

Required Open Space Ratio: 30

Required Open Space: 25,680

Required Rear Yard: 30 feet

Required Front Yard: None

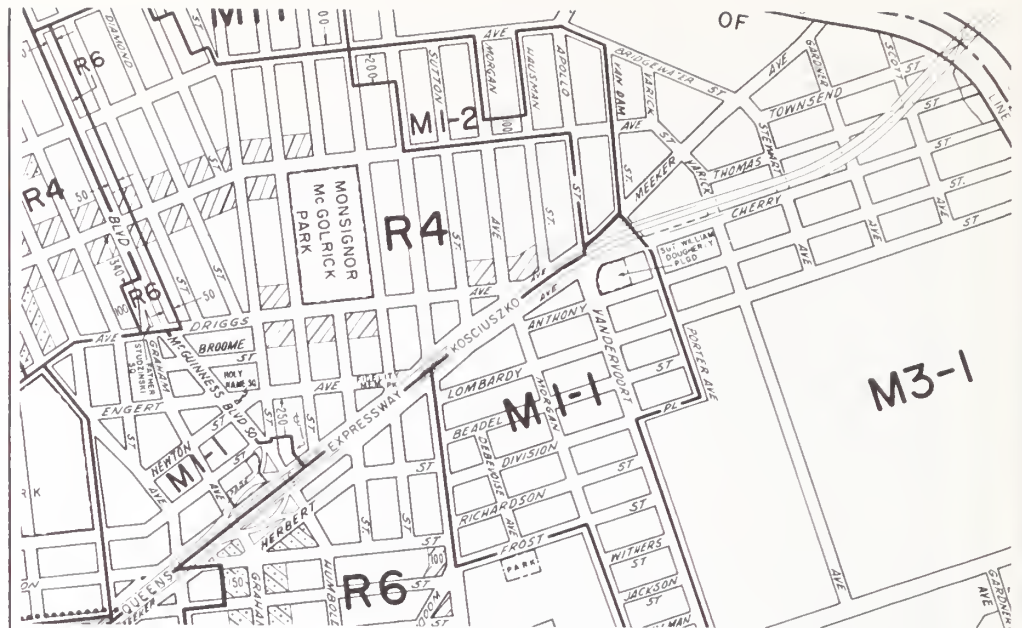
Required Side Yard: None

Number of Rooms Permitted: 381

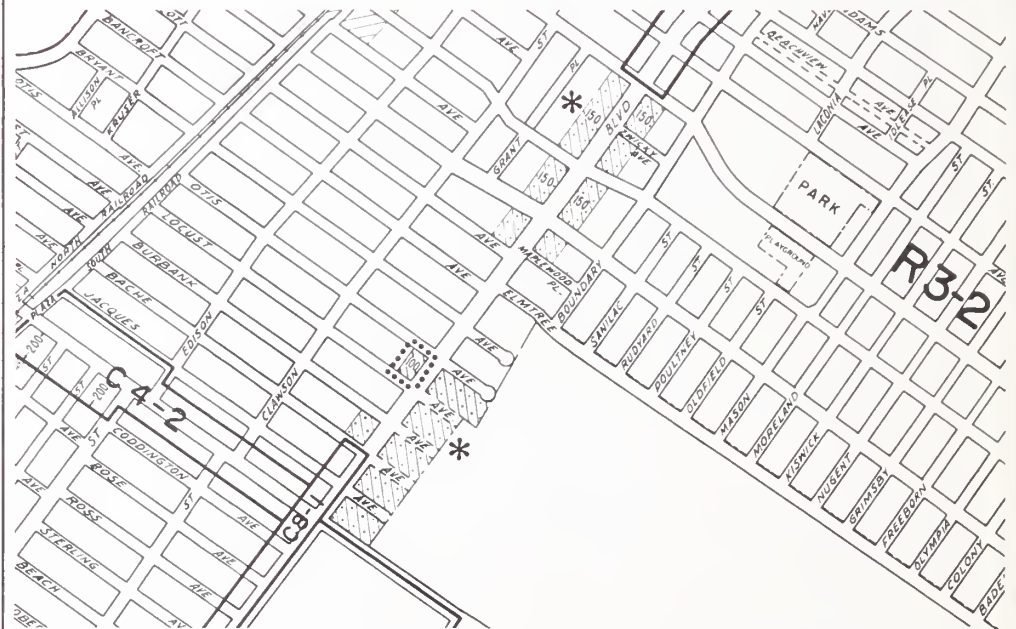
Number of Dwelling Units: 90

Required Number of Parking Spaces: 63

Use: Use Group 2 which is comprised of any type of residential development designed for permanent occupancy.



Residential districts (R4 and R6) are protected from impact of heavy and medium manufacturing operations (M3 and M2) by intervening light manufacturing district (M1).
Zoning Map 13A in Brooklyn.



* Areas which are cross-hatched permit local services and shops in low density residential neighborhoods.
Zoning Map 27B in Staten Island.

Chapter 4 COMMERCIAL DISTRICTS

The commercial district structure, with its eight different classifications, reflects the full range of commercial activity in the City, from local shops, to heavy service areas, to prime regional and central shopping districts and office centers.

Of the eight commercial districts, two (C1 and C2 districts) are designed to serve local needs, one (C4 district) is for shopping centers outside the Central Business District, two (C5 and C6 districts) are for the Central Business Districts which embrace the office, retail and commercial functions that serve the City and region, and three (C3, C7 and C8 districts) are designed for special purposes such as waterfront activity, large commercial amusement parks and heavy repair services.

All commercial uses permitted in the eight commercial districts are classified in use groups 5 to 16. Residential and community facility development is therefore allowed anywhere in C1 to C6 commercial areas, but not in C7. Use group 4 Community Facilities are allowed in C8 areas.

Commercial use groups and commercial use districts vary according to (1) the functions of the various types of commercial districts, (2) the compatibility of commercial uses with each other and (3) compatibility with adjacent residential districts.

These eight commercial districts are combined with nine levels of permitted floor area ratio to accommodate the range of commercial activity prevailing in New York City. These districts are further subdivided to reflect variations in bulk control and parking requirements. In central Manhattan commercial districts, the floor area ratio is of primary importance and constitutes the principal bulk control. However, in those commercial districts in which substantial amounts of off-street parking space are required, the maximum permitted floor area ratio is relatively less important in controlling the intensity of development; the necessity to provide parking space on the parcel governs.

In medium and high density commercial districts, arcades, open plazas, covered pedestrian spaces and similar public amenities are encouraged by a floor area bonus which can increase the maximum floor area ratio by 20 percent.

The size or bulk of residential buildings or the residential portion of "mixed" buildings (buildings used partly for residential and partly for commercial or community facility uses) in commercial districts is governed by the bulk, density, and open space provisions of a specified residence district.

In addition to the control of the floor area of buildings, there are yard, height, and setback regulations to insure that adequate light, air and open space are provided.

In high density commercial districts, a tower which covers no more than 40 percent of the parcel area is permitted. The height and setback of such tower is not limited because its slender profile allows light and air to reach surrounding structures and adjacent streets.

The yard, height and setback regulations for commercial districts are generally similar to those established for residence districts.

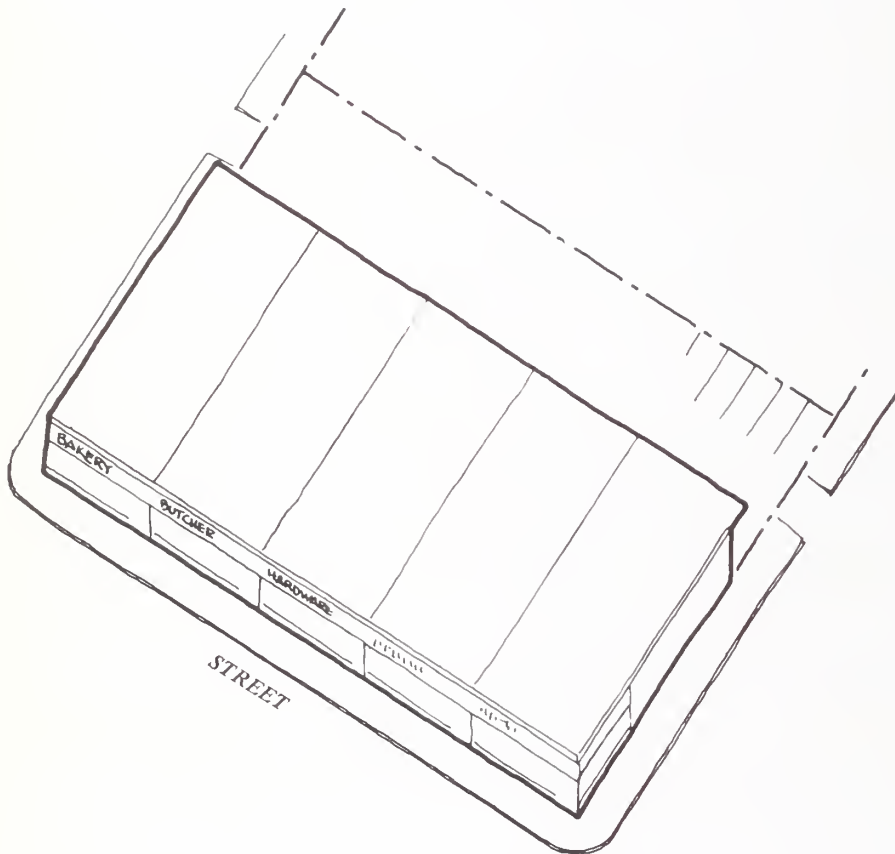
C1

C1 districts accommodate the retail and personal service shops needed in residential neighborhoods. These districts are often mapped as an overlay along major avenues in otherwise residentially zoned neighborhoods. They are widely mapped throughout the City. Typical uses include small grocery stores, dry cleaning establishments, bakeries, restaurants and barber shops. All cater to the daily needs of the immediate neighborhood. Regulations limit commercial use to one or two floors.

Continuous, clustered retail development is encouraged in these districts. Local service and repair establishments are not permitted to break the retail commercial continuity.

C1-1 to C1-5 districts are mapped as overlays – generally along major avenues – in residential districts, while C1-6 to C1-9 districts may not be mapped as overlays. When C1-1 to C1-5 districts are mapped in R1 to R5 districts, the maximum commercial FAR is 1.0; when mapped in R6 to R10 districts the maximum commercial FAR is 2.0. Residential bulk in these commercial districts is governed by the regulations of the surrounding residential district. The maximum commercial FAR in C1-6 to C1-9 districts is 2.0, while residential bulk ranges from that permitted in R7 districts for C1-6 districts to that permitted in R10 districts for C1-9 districts.

Parking is not required in C1 areas mapped in densely populated areas (C1-5 to C1-9) because shops in these neighborhoods attract and generate little automobile traffic. In less developed areas, where more people drive, parking is required.



Schematic illustration (C1-3 mapped in R3 district)

Basic data

Local Shopping and Services

Maximum Commercial FAR: 2.00

Residential FAR governed by R District

Parking Requirements vary with use and District

C1

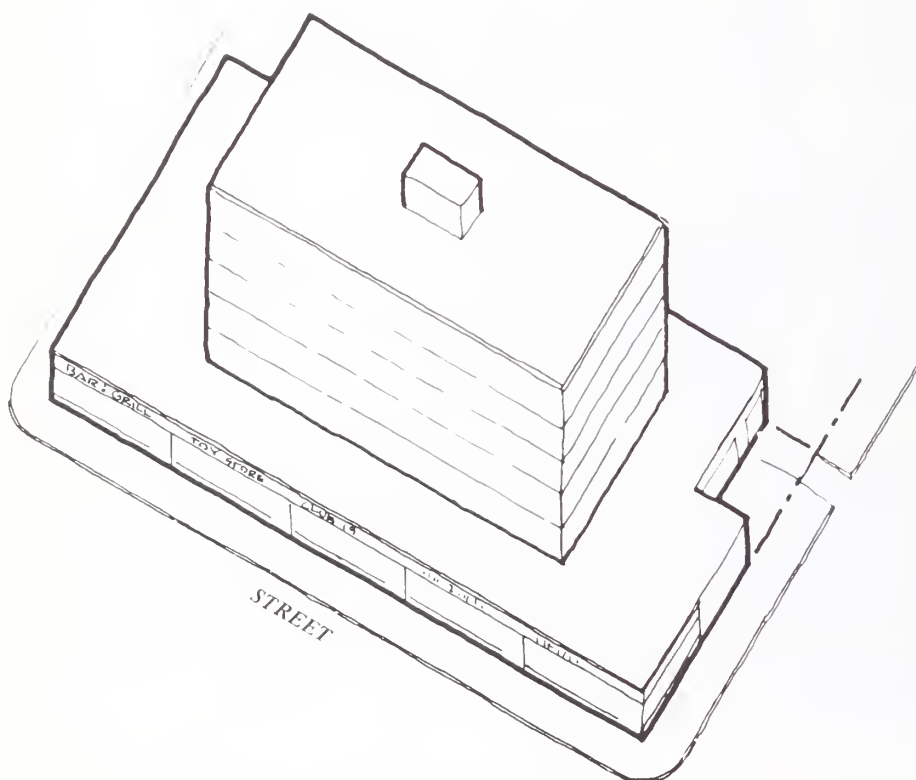


C2

C2 districts permit a wider range of local retail and service establishments than C1 and are intended to serve a wider neighborhood. Additional uses permitted in C2 include funeral homes, small lumber stores, business and trade schools, private clubs, small bowling alleys, stationery stores and other businesses that could not be supported by a smaller neighborhood. Regulations limit commercial use to one or two floors.

C2-1 to C2-5 districts are mapped as overlays in residential districts, while C2-6 to C2-9 districts may not be mapped as overlays. When C2-1 to C2-5 districts are mapped in R1 to R5 districts, the maximum commercial FAR is 1.0; when mapped in R6 to R10 districts the maximum commercial FAR is 2.0. Residential bulk in these commercial districts is governed by the regulations of the surrounding residential district. The maximum commercial FAR in C2-6 to C2-8 districts is 2.0, while residential bulk ranges from that permitted in R7 districts for C2-6 districts to that permitted in R10 districts for C2-8 districts.

Parking requirements are generally the same as in C1 districts: there are no parking requirements for C2 districts mapped in densely populated areas (C2-5 to C2-8); C2 districts mapped in less dense areas have increasingly more stringent requirements.



Schematic illustration (C2-6 mapped in R7 district)

*Basic
data*

Local Shopping and Services with Residential above

Maximum Commercial FAR: 2.00

Residential FAR governed by R District

Parking Requirements vary with use and District

C2



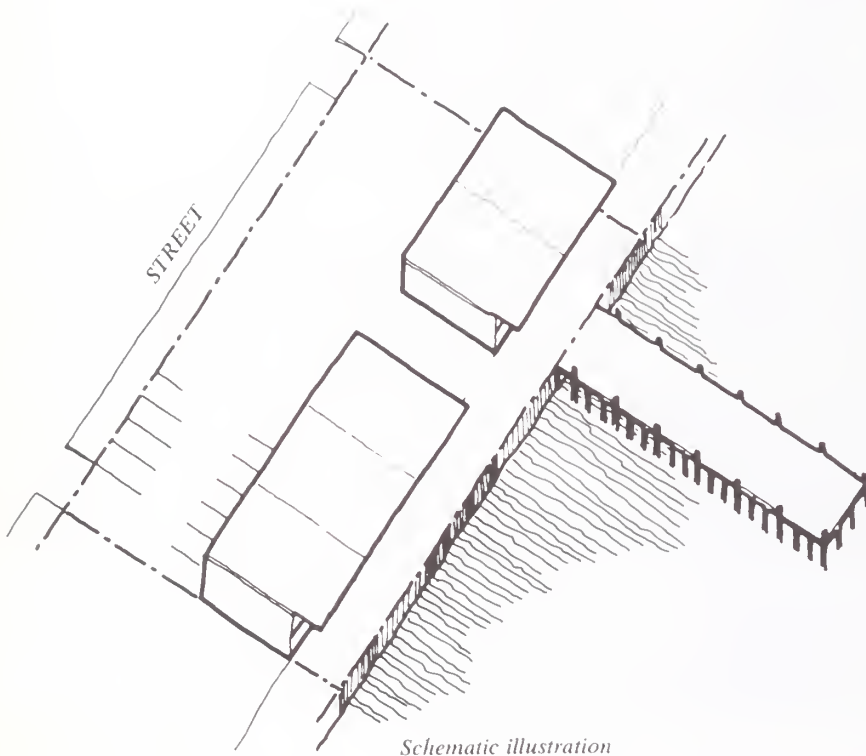
*Typical
development
in C2*

C3

C3 zones permit waterfront recreation and uses related to boating and fishing. Typical development includes marinas, boat repair shops and public or private beaches (with dressing rooms and refreshment stands).

The commercial FAR permitted in C3 districts is 0.5. Residential construction is governed by R3-2 regulations.

Parking requirements are high, but vary with use.



Schematic illustration

*Basic
data*

Waterfront Recreation Areas

Maximum FAR: 0.50

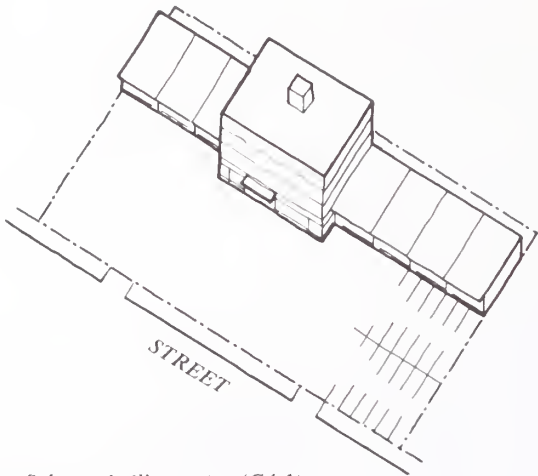
High Parking Requirement District

C3



*Typical
development*

C4

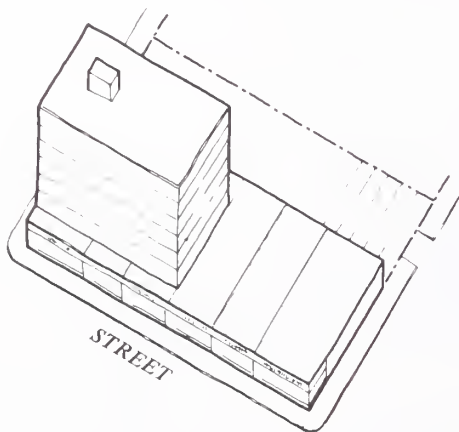


Schematic illustration (C4-1)

Shopping Centers and Offices
in Outlying Areas

Maximum FAR: 1.00

Parking Requirements vary with use



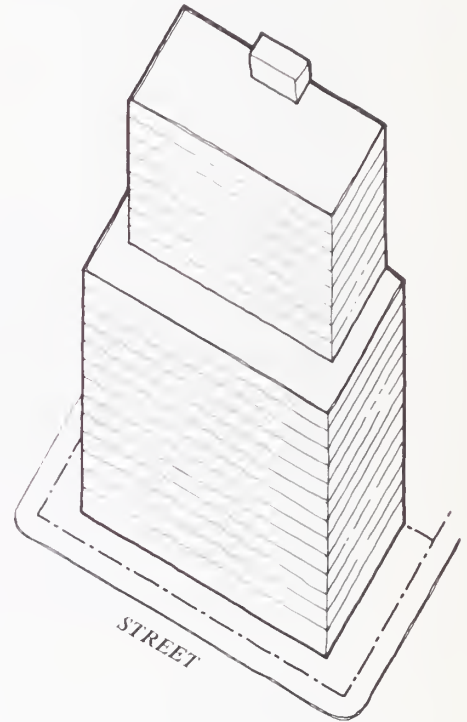
Schematic illustration (C4-3)

Shopping Centers and Offices
in More Densely Built Areas
Maximum Commercial FAR: 3.40

Residential:

C4-3 (R6 equivalent)

Parking Requirements vary with use and
District



*Schematic illustration — 24-story building
(C4-7; also in C5-2, C5-4, C6-4, C6-5, C6-8 districts)*

Medium Bulk Office Buildings in Central Areas

Maximum FAR: 10.00 with Bonus to 12.00

Exempt from Parking Requirements

C4



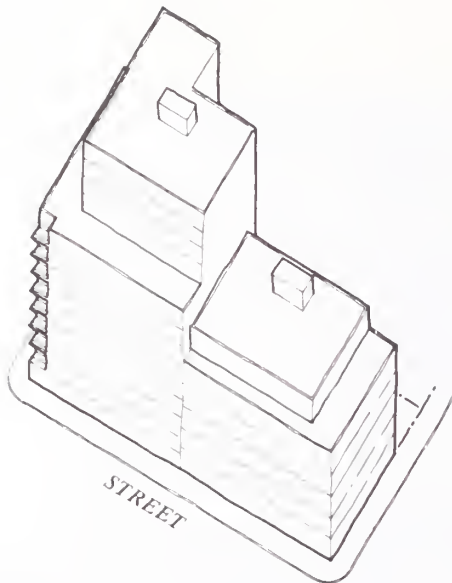
Typical
C4-2
development

- Basic data*
- C4-1 Shopping centers and offices in outlying areas
Commercial FAR 1.0
Residential FAR 1.25 (R5 equivalent)
 - C4-2 Shopping centers and offices in more densely built areas
Commercial FAR 3.40
Residential FAR 2.0 to 2.43 (R6 equivalent)
 - C4-3
 - C4-4 Shopping centers and offices in more densely built areas
Commercial FAR 3.40
Residential FAR 2.88 to 3.44 (R7 equivalent)
 - C4-5
 - C4-6 Shopping centers and offices in densely built areas
Commercial FAR 3.40
Residential FAR 10.00 (R10 equivalent)
 - C4-7 Shopping centers and high bulk offices in densely built central areas with no parking requirements
Commercial FAR 10.00 (to 12.00 with plaza bonus)
Residential FAR 10.00 (R10 equivalent)

C4 areas are active retail centers located outside of the Manhattan and downtown Brooklyn central business districts. They allow department stores, theaters and other commercial uses that serve a larger area. They are not mapped as an overlay to serve an immediate residential community. C4 districts are not permitted to include home maintenance and repair services (Use Group 7) which would interrupt the desired continuous retail frontage. C4 districts are usually found in regional subcenters like Rego Park or Fordham Road.

Parking requirements vary with district and use but high density C4-5 to C4-7 districts are usually exempt from parking requirements for commercial uses.

C5



Schematic illustration of mixed building development in (C5-1).

Restricted General Commercial District

Maximum Commercial FAR: 4.00

Residential FAR: 10.00

Parking Requirements:

Commercial Uses, Exempt

Residential, 40% of Dwelling Units

*Basic
data*

C5-1 Restricted central commercial district

Commercial FAR: 4.00

Residential FAR: 10.00

C5-2 Medium bulk office buildings

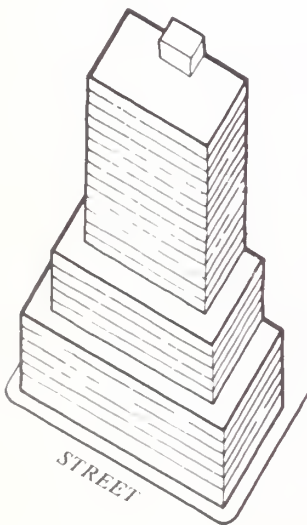
C5-4 Commercial FAR: 10.00 (to 12.00 with bonus)

Residential FAR: 10.00

C5-3 Highest bulk office buildings

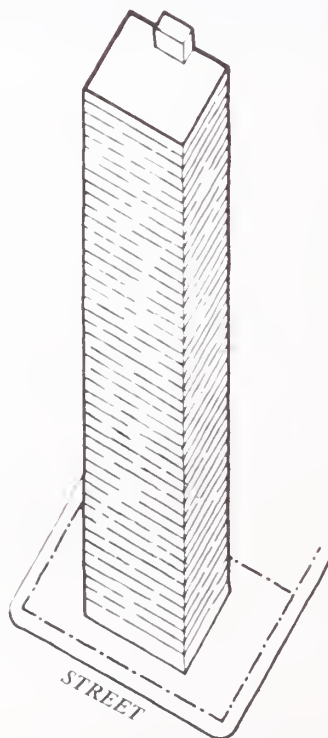
C5-5 Commercial FAR: 15.00 (to 18.00 with bonus)

Residential FAR: 10.00 (to 12.00 with bonus)



Schematic illustration (25-story building)

High Coverage



Schematic illustration (45-story building)

Low Coverage

Both schemes possible in C5-3 and C5-5

Highest Bulk Office Buildings, CBD

Maximum

Commercial FAR: 15.00; with bonus, to 18.00

Residential FAR: 10.00 to 12.00

Exempt from Parking Requirements

C5



*Typical
development
in C5-1*

C6

C6 areas are zoned for a full range of high bulk commercial uses requiring a central location. Most C6 districts are in Manhattan and provide for corporate headquarters, large hotels, entertainment facilities, retail stores and some residential development in mixed-use buildings.

A new zoning designation, C6-1A, was recently approved by the Commission for regional subcenters like Jamaica Center. The designation includes the same bulk provision as C6-1, but imposes parking requirements appropriate for areas outside of Midtown. All other C6 districts are exempt from parking requirements.

Basic
data

C6-1 General commercial area outside central business district

Commercial FAR: 6.0

Residential FAR: 2.88 to 3.44 (R7 equivalent)

C6-1A Regional subcenters

Commercial FAR: 6.00 to 9.00 (with bonuses for plazas, arcades and other public amenities)

Residential FAR: 2.00 to 2.40 (R6 equivalent)

Parking: 1 space for every 4,000 sq. ft. of office space or 1 space for every 1,000 sq. ft. of commercial space if this requirement would result in more than 100 spaces

C6-2 General Commercial area outside central business district

Commercial FAR: 6.00

Residential FAR: 4.8 to 6.02 (R8 equivalent)

C6-3 General commercial area outside central business district

Commercial FAR: 6.0

Residential FAR: 6.5 to 7.52 (R9 equivalent)

C6-4 Medium bulk office buildings

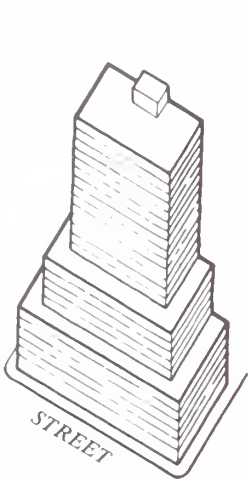
C6-5 Commercial FAR: 10.00 (to 12.00 with bonus)

Residential FAR: 10.00 (to 12.00 with bonus)

C6-6 Highest bulk office buildings

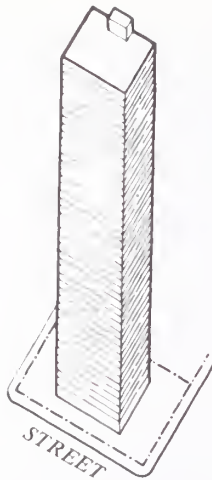
C6-7 Commercial FAR: 15.00 (to 18.00 with bonus)

Residential FAR: 10.00 (to 12.00 with bonus)



Schematic illustration (25-story building)

High Coverage



Schematic illustration (45-story building)

Low Coverage

Both schemes possible in C6-6 to C6-9

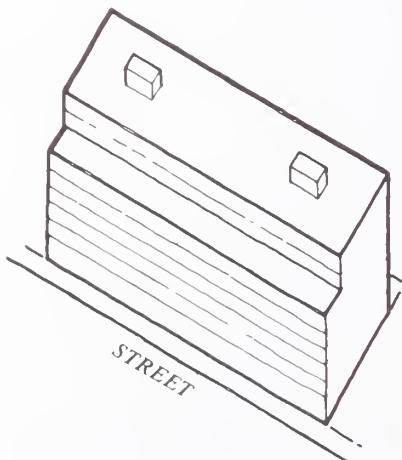
Highest Bulk Office Buildings, CBD

Maximum

Commercial FAR: 15.00; with bonus, to 18.00

Residential FAR: 10.00 to 12.00

Exempt from Parking Requirements



Schematic illustration (C6-1, C6-2, and C6-3 districts)

General Commercial Areas Outside of CBD Cores

Maximum Commercial FAR: 6.00

Residential FAR:

2.88 to 3.44 in C6-1 District (R7 equivalent)

4.88 to 6.02 in C6-2 District (R8 equivalent)

6.54 to 7.52 in C6-3 District (R9 equivalent)

Exempt from Parking Requirements

C6



*Typical
C6-7
development
in special
theatre
district*

A N E R S T R U S

C7

C7 districts are for commercial amusement parks.

The Coney Island Amusement Park is zoned C7.

Parking requirements are low, but vary with the specific use. C7 (and C8) are the only commercial districts in which housing is not permitted.

Community facility uses are also not allowed in C7 districts.

Commercial FAR: 2.00

*Basic
data*

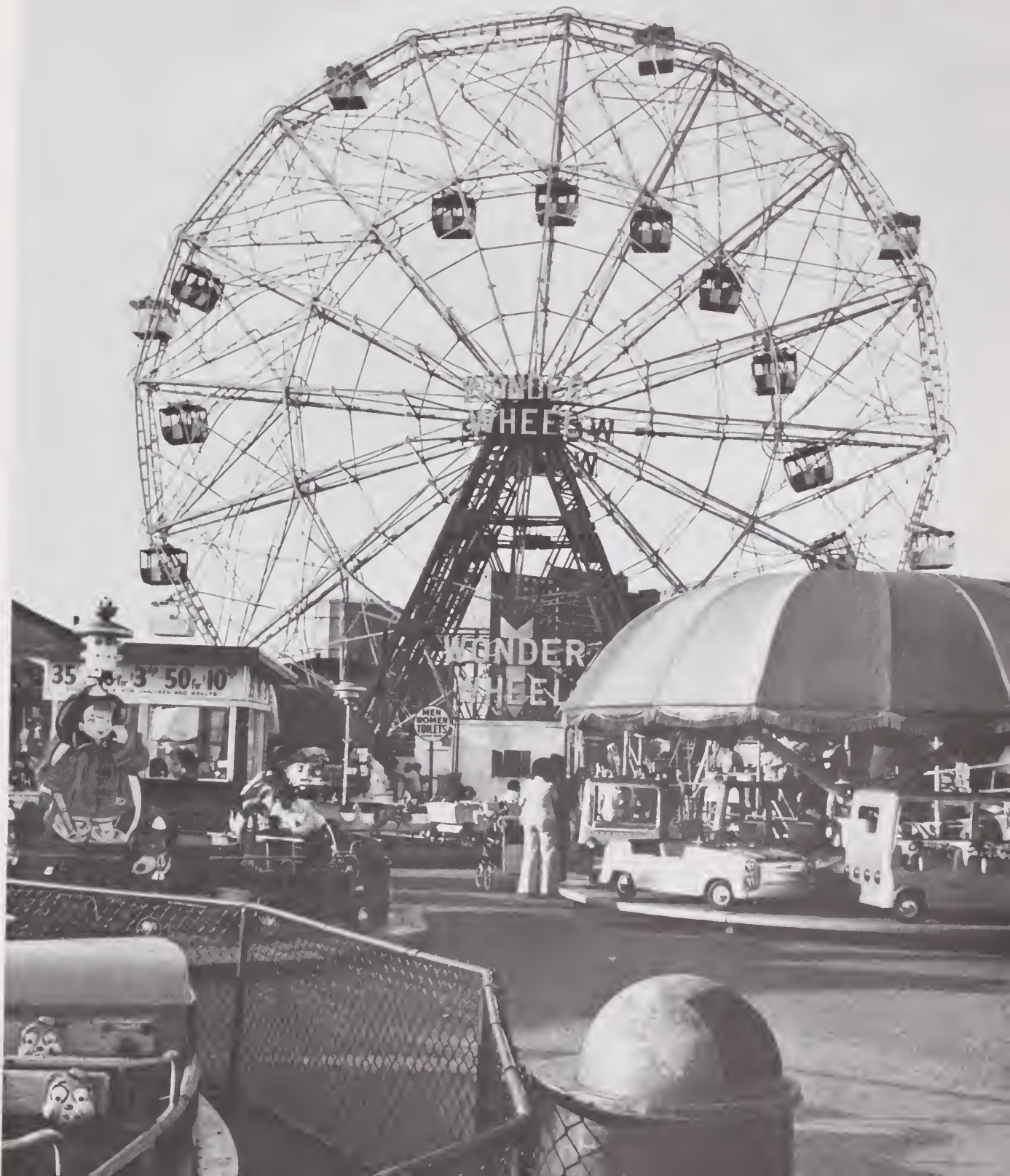
Commercial Amusement Parks

Maximum FAR: 2.00

Low Parking Requirement District

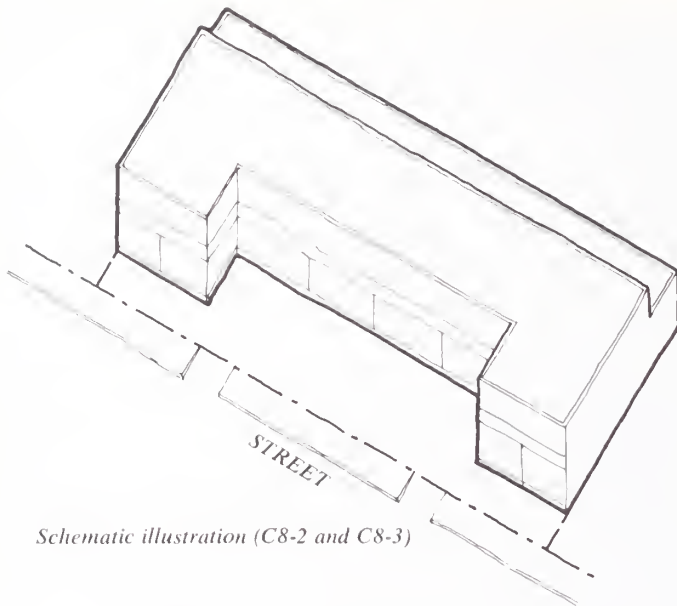
Parking Requirements vary with use

C7



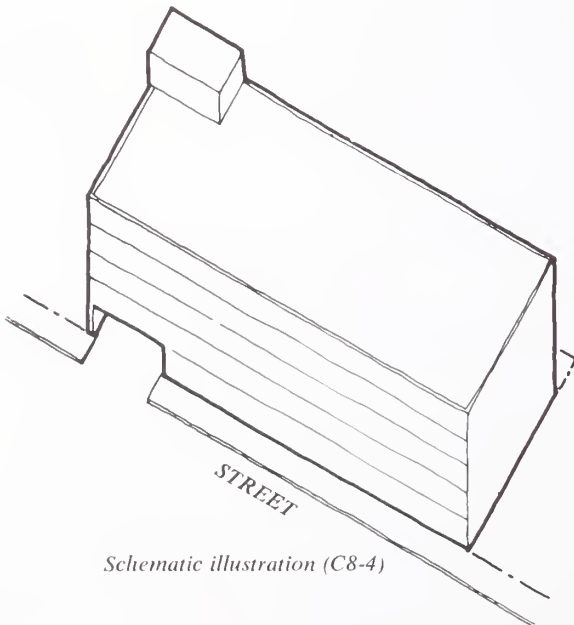
*Typical
development*

C8



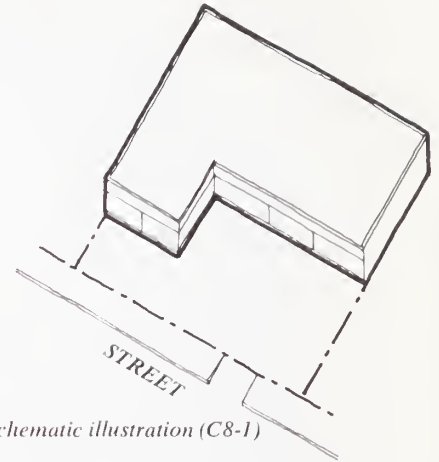
Schematic illustration (C8-2 and C8-3)

Automotive and Other Heavy Commercial
Services
Maximum Commercial FAR: 2.00
Parking Requirements vary with use and
District



Schematic illustration (C8-4)

Automotive and Other Heavy Commercial
Services
Maximum Commercial FAR: 5.00
Exempt from Parking Requirements



Schematic illustration (C8-1)

Automotive and Other Heavy Commercial
Service
Maximum Commercial FAR: 1.00
Parking Requirements vary with use and
District

C8



Typical
development

Basic data	C8-1	Automotive sales and service Commercial FAR: 1.00
	C8-2	Automobile showrooms and offices Commercial FAR: 2.00
	C8-3	Automobile showrooms and offices Commercial FAR: 2.00
	C8-4	Warehouse Commercial FAR: 5.00

Automotive and other heavy commercial services are provided for in C8 zones. This zone forms a bridge between commercial and manufacturing uses, and is appropriate for heavy uses which are land consuming but not labor intensive. These districts are mainly mapped along major traffic arteries where concentrations of automotive uses have developed. Performance standards are imposed for certain uses in Use Groups 11A and 16.

Typical uses are automobile showrooms, automotive service facilities and warehouses. Housing is not permitted.

Parking requirements vary with district and use. Automotive uses in C8-1 to C8-3 districts require substantial parking. C8-4 districts are usually exempt from parking requirements.

Zoning Analysis

ZONING ANALYSIS OF A TYPICAL BUILDING IN A C5-3 DISTRICT

C5-3 districts are found in central Manhattan in the Grand Central area and in Lower Manhattan in the Wall Street area. This district permits the highest bulk commercial buildings in the City — a basic floor area ratio of 15 and a floor area ratio of 18, if such amenities as plazas or areades are provided.

The typical building on a corner lot of 20,000 square feet (100 by 200 feet) would be a commercial office building ranging from 25 stories to 40 stories.

An office building in this district would have stores, restaurants, banks or other commercial services on the first floor and offices on the upper floors. These C5-3 districts are located only in Central Business District areas and so no parking is required.

The size and height of an office building in this district depend on both the maximum floor area ratio and the sky exposure plane and tower provisions.

This floor area may be distributed anywhere on the lot subject to the limitations of the yard regulations and the height and setback regulations. No rear yards are required on corner lots (those within 100 feet of a street intersection). Therefore, the building in this example could cover 100 percent of the lot.

The height of front walls is governed by the height and setback regulations which limit the height of the front wall of a building. Any portion of a building rising above the maximum permitted height of the front walls (85 feet in this district) would be required to set back a specific distance (20 feet on a narrow street, 15 feet on a wide street).

The designer of an office building has some flexibility in meeting zoning requirements. He may design pedestrian amenities at the ground floor level to obtain a building with more floor space than the basic maximum for the district. He may then build a slender tower covering 40 percent or less of the lot and go to 40 stories. He may design a squat building lacking pedestrian amenities with high coverage and setbacks within the height setback and sky exposure plane regulations and end up with a 25-story building. Or he may choose the high coverage maximum bulk option with covered pedestrian amenities and build up to the required initial setback level of 85 feet with a tower above reaching 33 stories.

In zoning terminology, a typical office building in this district would be described in the following manner:

Lot Area: 20,000 square feet

Basic Floor Area Ratio: 15

Maximum FAR with Bonuses: 18

Total Floor Area: 360,000 square feet

Tower Lot Coverage: 40 percent

Parking: None

Use: Commercial uses such as stores, banks and other business or service uses on the ground floor dependent on pedestrian traffic, with offices on the upper floors.

Chapter 5 MANUFACTURING DISTRICTS

It is essential for the economic well-being of the City to retain sufficient land in appropriate locations zoned for manufacturing use. It is important to preserve manufacturing areas for industrial growth and expansion. To insure that housing does not usurp prime industrial land, no residential development is permitted in manufacturing zones. It is also logical to group manufacturing uses according to the environmental impact of their operation. In this manner, the most objectionable ones can be kept far from residential areas.

Based on these policies, three manufacturing use districts (M1, M2 and M3) were created. They incorporate performance standards which establish limits in M1 and M2 Districts on the amount of noise, air pollution and other types of industrial nuisances which may be created. Eight different types of performance standards are applicable to manufacturing uses. (Noise, vibration, smoke, dust and other particulate matter, odor, toxic and noxious matter, radiation hazards, fire and explosive hazards). Certain minimum standards are mandated in M3 districts.

Manufacturing uses are found in use groups 17 and 18. All manufacturing uses are permitted in M1 districts if high performance standards are satisfied. Thus, any use permitted in an M3 district may locate in an M1 or M2 district if its performance is upgraded.

In order to protect the residential community from industrial traffic and all other objectionable influences and hazards, and to shield the City's blue collar job base from nuisance-generated complaints, residential and community facility uses are excluded from all manufacturing districts. Certain exceptions to this rule have been created. For example, the community facilities in use group 4 (hospitals, health or welfare centers, churches, etc.) are allowed in M1 districts. Artists may have joint-living-working quarters in M1-5A and M1-5B districts (mapped in the Soho area in Lower Manhattan).

A special mixed-use district has been developed to meet the needs of Greenpoint where housing and industry coexist. The City has selectively mapped mixed use in this area — R(M) where the area is primarily residential and M(R) where it is industrial — to allow controlled residential or light manufacturing expansion where such uses can grow and function without conflict.

M(R) and R(M) districts combine the regulations for R6 and M1 areas. In an M(R) district, manufacturing uses would have the same status as under current M1 zoning, but residential uses would not be non-conforming. Existing residences would be permitted to expand and new residential construction would be permitted in certain cases. Substantial new residential construction on non-residential blocks would require special permit approval by the City Planning Commission and the Board of Estimate.

In an R(M) district, residential uses would be permitted to develop in the same manner as in any other R6 district. Limited expansion of selected light industries that do not conflict with residential uses would also be permitted. Other industries would become non-conforming and be allowed to remain, but not permitted to expand. New industrial development would require a special permit from the City Planning Commission and the Board of Estimate.

(Continued on page 57)



PHOTO: ADRIANA KLEIMAN

*Mixed Use District R6(M1-2) in Northside, Brooklyn
showing residences adjacent to industrial use.*

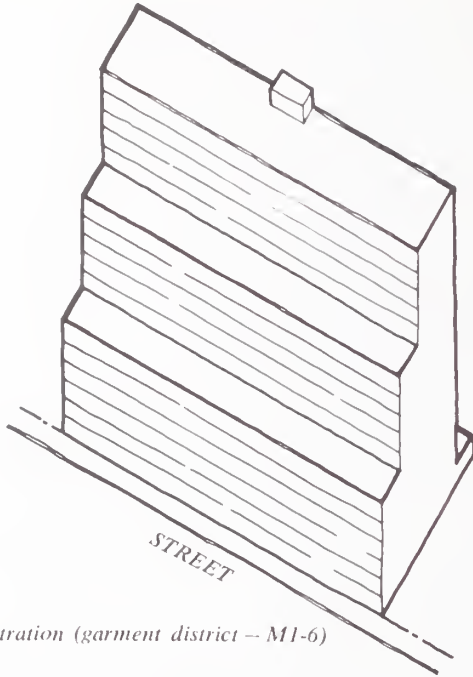
All retail and commercial uses are permitted in manufacturing districts, with one exception; the amusements in use group 15 are excluded from M1 districts.

The floor area ratio is the primary instrument for controlling building size, employment density and the level of activity and congestion in manufacturing districts. (In some instances, high parking requirements can also control building size). Four levels of floor area ratio are provided to cover the range of activity in manufacturing districts throughout the City.

The yard regulations are the same for all the manufacturing districts. They are designed to provide open space, primarily at the boundaries of residence districts. The height and setback regulations for manufacturing districts are similar to those established for residence and commercial districts.

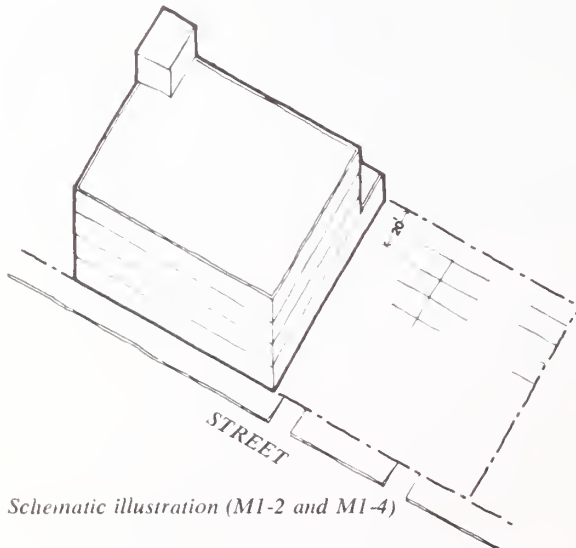
As a further protection to adjacent residential areas, the zoning resolution has special regulations applying to industries located on district boundaries. These regulations provide for adequate enclosure and screening of industrial activities and place limitations on the location of business entrances, show windows and signs.

M1



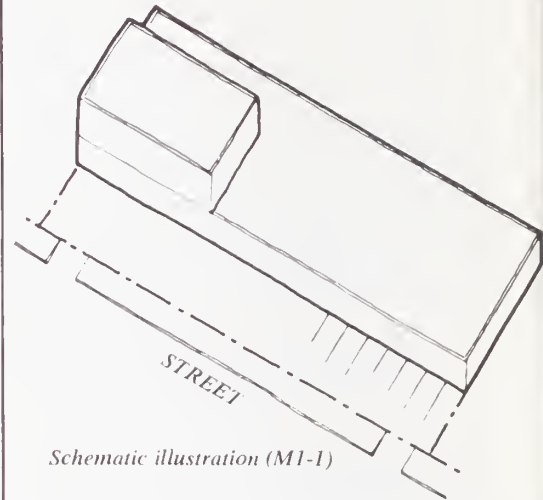
Schematic illustration (garment district — M1-6)

Light Manufacturing — High Performance



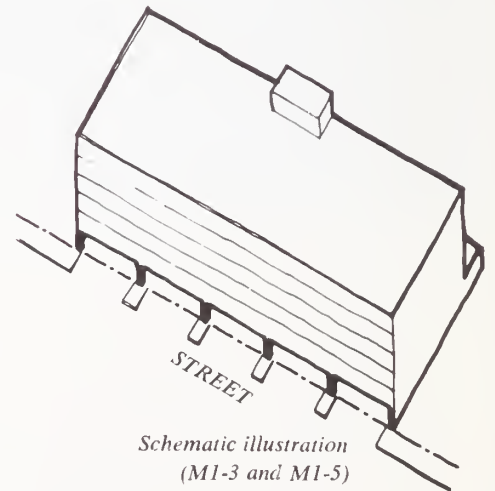
Schematic illustration (M1-2 and M1-4)

Light Manufacturing — High Performance



Schematic illustration (M1-1)

Light Manufacturing — High Performance



*Schematic illustration
(M1-3 and M1-5)*

Light Manufacturing — High Performance

M1



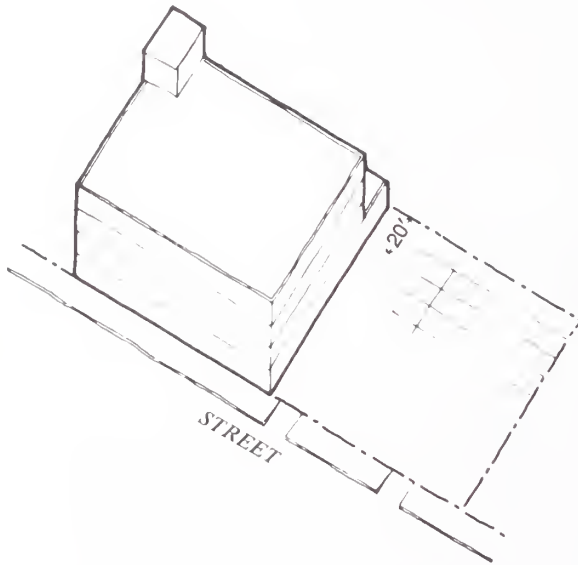
*Typical
development
in M1-1*

<i>Basic data</i>	M1-1	Located adjacent to low density residential areas FAR: 1.0 Parking: Required
	M1-2	Older industrial areas FAR: 2.0 Parking: Required
	M1-3	Older industrial areas FAR: 5.0 Parking: Required
	M1-4	Located mainly in Manhattan CBD FAR: 2.0 Parking: Not required
	M1-5	Loft area located mainly in Manhattan CBD FAR: 5.0 Parking: Not required
	M1-6	Manhattan Garment District FAR: 10 Parking: Not required

M1 areas range from the garment district, with its multi-story lofts, to the vacant land in Staten Island reserved for low-bulk plants. Common to all M1 districts are strict performance standards. The M1 district is often an industrial front yard or buffer adjacent to residential or commercial districts. Light industry typically found in M1 areas includes knitting mills, research laboratories and wholesale service facilities. In theory, nearly all industrial uses could locate in M1 areas if they met the rigorous performance standards. Most community facilities are allowed in M1 zones, but not in other manufacturing districts. Similarly, no residential development is allowed in manufacturing districts; however, artists may have joint living/working quarters in lofts in M1-5A and M1-5B districts (mapped in the SoHo area of Lower Manhattan). Parking and loading requirements vary with district and use, but high density districts (M1-4 to M1-6) are exempt from parking requirements.

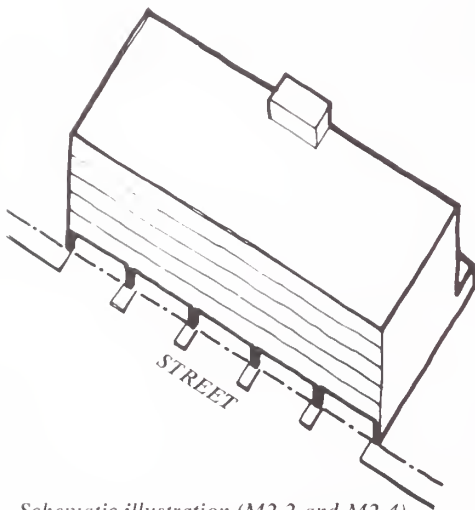
M2

M2 districts occupy the middle ground between light and heavy industrial areas. Performance standards are lower than in M1 districts. More noise and vibration is allowed, smoke is permitted and industrial activities need not be entirely closed, except when bordering on a residential district. Typical uses include furniture manufacturing and appliance assembly factories and metal finishing or stamping plants which do not meet the more exacting M1 standards. The various M2 districts have different floor area ratios and parking and loading requirements.



Schematic illustration (M2-1 and M2-3)

Medium Manufacturing — Medium Performance



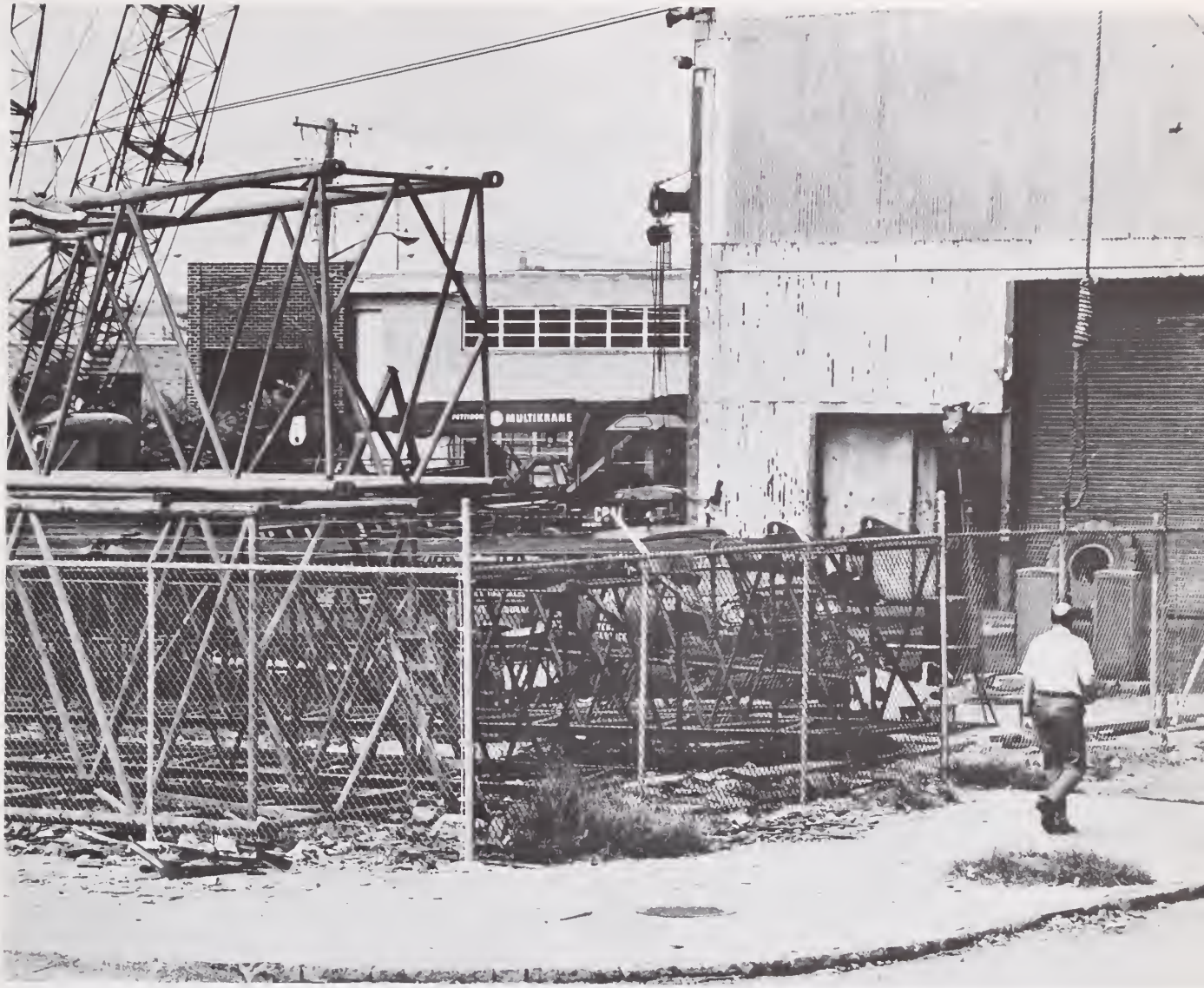
Schematic illustration (M2-2 and M2-4)

Medium Manufacturing — Medium Performance

Basic data

- | | |
|------|---|
| M2-1 | Most widely mapped M2 districts, mainly in older manufacturing areas
FAR: 2.0
Parking: Required |
| M2-2 | Waterfront manufacturing area
FAR: 5.0
Parking: Required |
| M2-3 | Located only in Manhattan CBD
FAR: 2.0
Parking: Not required |
| M2-4 | Waterfront manufacturing area
FAR: 5.0
Parking: Not required |

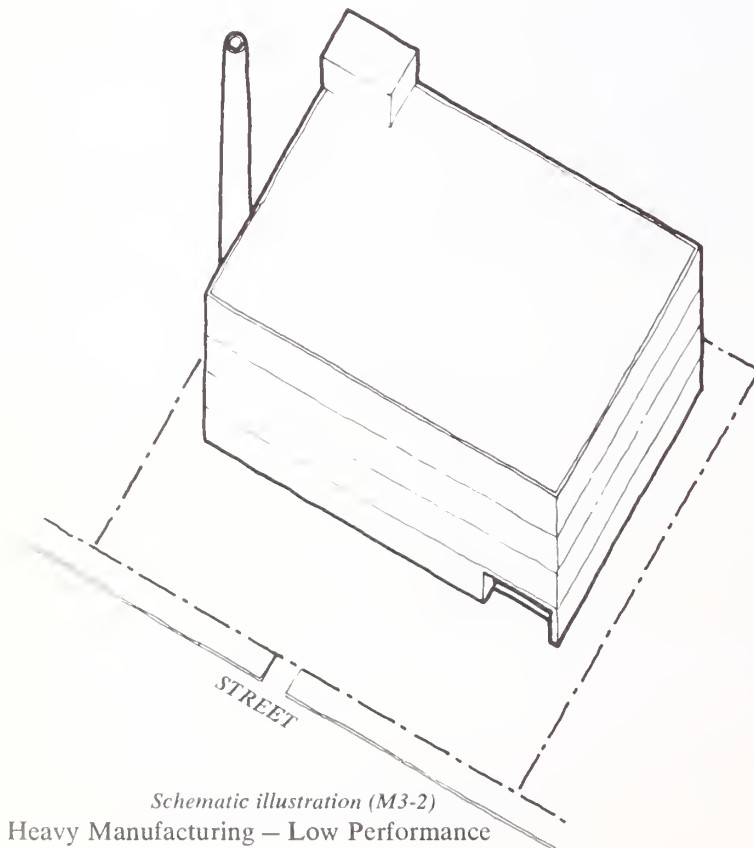
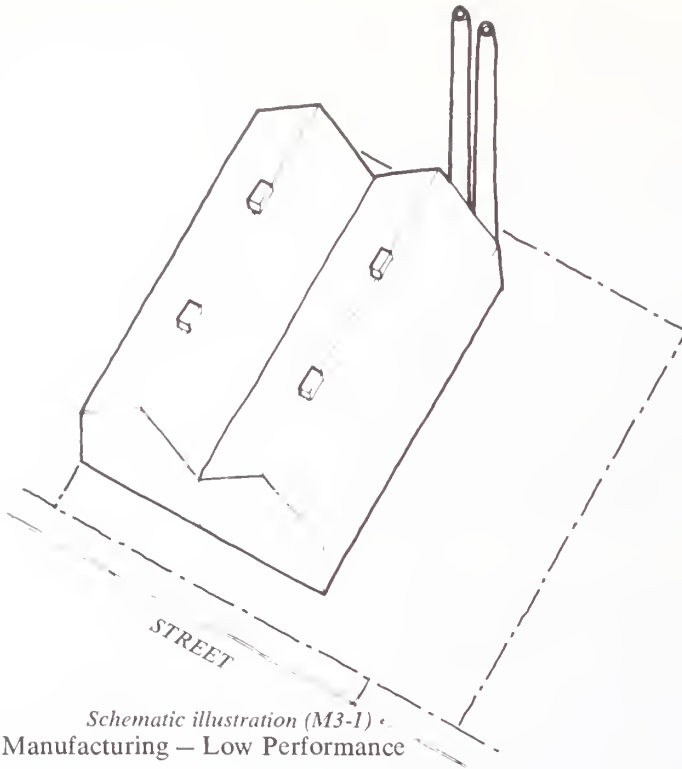
M2



*Typical
development*

M3

M3 districts are for heavy industry which generates noise, traffic and pollutants. Typical uses include chemical and power plants and foundries. These districts are usually located near the waterfront, far from residential areas. Even in M3 areas, certain uses with "nuisance effects" are required to conform with minimum performance standards. The two M3 districts differ only in parking requirements.



*Basic
data*

M3-1 Heavy manufacturing area
FAR: 2.0
Parking: Required

M3-2 Central manufacturing areas
FAR: 2.0
Parking: Not required

Heavy Manufacturing – Low Performance

M3



*Typical
M3-1
development*

Zoning Analysis

ZONING ANALYSIS OF A TYPICAL BUILDING IN AN M-1 DISTRICT

A typical building in an M1-1 district on a 20,000 square foot lot (100 feet by 200 feet) would be a one-story light manufacturing building. It would probably cover 75 percent of the lot and would have on-site open parking at the rear of the lot. Typical uses would include such high performance industries as research laboratories or buildings in which apparel, textiles or electronic equipment is made. The M1-1 districts are usually near residential neighborhoods and frequently act as the low bulk buffer at the periphery of older manufacturing areas with heavier manufacturing uses and larger buildings.

Most manufacturers desire spread out plants to permit horizontal operations. Sometimes this means not utilizing the maximum permitted floor area ratio allowed because of parking and loading berth requirements.

The maximum floor area ratio in this district is 1.0. In order to provide the 15 required parking spaces in an open area on the lot, the building would cover approximately 75 percent of the lot. This would afford an actual floor area ratio of .75. The building would contain 15,000 square feet of floor area.

A building of this size would have to provide one loading berth at least 33 feet long, 12 feet wide and 14 feet high.

A zoning description of a building in an M1-1 district would be as follows:

- Lot Area: 20,000 square feet
- Maximum Floor Area Ratio: 1.0
- Total Floor Area: 20,000 square feet
- Required Rear Yard: 20
- Required Side Yard: None
- Required Parking Spaces: 15
- Required Loading Berths: 1

The Zoning Resolution recognizes certain types of uses which serve the general welfare as community facilities. These are accorded special consideration. This chapter will define and classify community facility uses, identify where they are allowed to locate in the City and explain the special consideration which they receive under the Zoning Resolution.

DESCRIPTION OF COMMUNITY FACILITIES

There are three broad categories of community facility uses: local, regional and auxiliary.

LOCAL COMMUNITY FACILITIES

Perform services for the neighborhood surrounding them. Elementary and secondary schools, libraries, health centers, medical offices, churches, community centers, settlement houses, and non-commercial clubs provide essential services to residents and must be located near them in order to perform efficiently. While some schools, churches, clubs and libraries obviously serve more than the surrounding community, it is generally agreed that they exist primarily to enrich the residential community. Most of these facilities operate on a non-profit basis.

REGIONAL COMMUNITY FACILITIES

Serve the population at large. Some uses in this category, such as colleges, universities and hospitals, could locate almost anywhere. Other community facilities in this category, such as orphanages, homes for the aged, nursing homes, and homes for retarded children, are essentially residential in character and function best in residential environments. Most colleges, universities and hospitals are non-profit institutions. (There are a few profit-making hospitals, but they are not a significant land use type.) Nursing homes, sanitariums and homes for the aged, on the other hand, are often private, profit making operations. In recent years they have become a significant new land use, frequently clustering in specific residential communities, although serving the City's entire population.

AUXILIARY COMMUNITY FACILITIES

A third or auxiliary class of community facilities includes uses which support the providers of local or regional community services. For example monasteries, convents, college dormitories, hospital staff housing, parish homes or rectories do not usually provide a direct service to the public; but, some colleges, hospitals, schools, churches and community centers could not function effectively without them. Virtually all of the uses in this category are non-profit places of residence and function more effectively in residential environments.

LOCATION OF COMMUNITY FACILITIES

The Zoning Resolution allows community facilities in almost all zoning districts except M2 and M3 districts. However, there are a few specific exceptions and provisions which affect some facilities.

Local Community Facilities

Churches, health centers, settlement houses, community centers, medical offices and non-commercial clubs can locate in all districts except M2 and M3; however, non-commercial clubs require a special permit from the Board of Standards and Appeals in order to locate in R1 and R2 (single family) districts. Elementary and secondary schools and libraries are excluded from C8 (general commercial) and M districts, but schools are allowed to locate in C8 and M1 districts by special permit from the Board of Standards and Appeals.

Regional Community Facilities

Colleges and universities are excluded from C8 and M districts and require a special permit from the Board of Standards and Appeals to locate in R1 and R2 zones. All hospitals are prohibited from M2 and M3 zones, but proprietary hospitals, sanitariums, health related facilities, nursing homes and homes for the aged are also prohibited from R1 and R2 districts.

Auxiliary Community Facilities

Staff housing for non-profit hospitals is allowed in all but M2 and M3 zones as are seminaries, parish houses and rectories. However, monasteries, convents and parish houses are excluded from C8 and M districts. College dormitories, sororities and fraternities require a special permit from the Board of Standards and Appeals to locate in R1 and R2 districts.

SPECIAL CONSIDERATIONS FOR COMMUNITY FACILITIES

The Zoning Resolution has generally encouraged the location of community facilities in residential areas. With few exceptions, these uses need a residential environment to function most effectively. They can usually be placed in a residential community without creating objectionable conditions.

However, most community facilities would not be able to locate in most residential districts if the same size controls were imposed on them as on the residential buildings in the district. A school, church, hospital or college must be a certain size to operate efficiently, even in low density, low bulk zones. Applying the residential floor area ratio would require community facilities to purchase significantly larger sites in most zones. Assembling large sites in New York City is both difficult and expensive, creating a hardship on institutions the City needs and wants. Also, since most community facilities are tax-exempt government or voluntary institutions, larger sites would cause more land to be removed from the tax rolls, raising taxes on all other property owners.

For these reasons the 1961 Zoning Resolution allowed the builder of a community facility to erect a larger structure than a residential developer on the same size zoning lot in the same zone. In zoning language, community facilities receive a floor area ratio bonus, as shown in the table opposite.

Table I Floor Area Ratios in R1 through R10 Zones prior to March, 1973*

Districts	Residential F A R	Community Facility F A R
R1	.5	1.0
2	.5	1.0
3	.5	1.0-1.6**
4	.75	2.0-2.4**
5	1.25	2.0-2.4**
6	2.43	4.8
7-1	3.44	4.8
7-2	3.44	6.5
8	6.02	6.5
9	7.52	10.0***
10	10.00	10.0***

*While community facilities also receive bonuses in commercial and M1-1 districts, the cost of commercial land generally precludes their location in those zones and M1 zones are not usually attractive locations for such institutions.

**In R3, R4 and R5 districts the Zoning Resolution allows community facilities an even greater bonus for deep front yards and wide side yards.

***In R9 and R10 zones plaza bonuses generate limited additional floor area ratio, community facilities in residential districts are permitted to cover a greater percentage of the site than residential buildings and no open space ratio is required. Consequently, the buildings can be wider and deeper. Community facilities are allowed to take advantage of the tower coverage provisions in R7-2 and R8 districts.

DISCUSSION OF RECENT AMENDMENTS

Most community facilities service a spectrum of needs throughout the City, and were not expected to proliferate or concentrate in any one area. The occasional school, hospital, nursing home, library or health center, for example, was not considered significantly harmful in residential areas. When it did cause some objectionable condition, the benefit of its service was generally considered to outweigh the problems created. Certain uses were treated specially in R1 and R2 districts: colleges, universities, dormitories and non-commercial clubs require special permits; and proprietary hospitals, nursing homes, sanitariums and homes for the aged were prohibited. Otherwise, community facilities were allowed to locate as of right in any residence zone.

In the last decade, there have been certain trends which led to a reexamination of the 1961 assumptions. Certain community facilities began to concentrate in some residential neighborhoods. Their large bulk affected neighborhood scale. Their proliferation caused noise, traffic and security problems, and they competed successfully against residential uses for land assemblages. Due to new sources of financing and operating subsidies and encouraged by government agencies, nursing homes, health related facilities and homes for adults (domiciliary care facilities for adults), particularly proprietary institutions, became a significantly more competitive land use in the City. Clustering in a few communities, they changed the scale and nature of those areas, overtaxing utilities, generating traffic and creating other problems.

The City responded by amending the Zoning Resolution in March, 1973. The zoning amendment eliminated the as of right floor area ratio bonus for all community facilities in R1 and R2 zones. Now all community facilities in those districts must build to the residential floor area ratio unless they obtain a special permit from the City Planning Commission and the Board of Estimate.

Similarly, in R3 to R9 Districts, nursing homes, health related facilities and domiciliary care facilities may not exceed the residential floor area ratio unless granted a special permit by the Planning Commission and Board of Estimate. The zoning amendment recognized domiciliary care facilities as new community facility uses. They may not exceed the floor area ratio of residential structures except by special permit from the Planning Commission and the Board of Estimate which can grant a bonus equivalent to that received by non-profit housing for the elderly. However, in R1 and R2 districts domiciliary care facilities are not eligible for the extra floor area ratio. (See table II below.)

Table II Floor Area Ratios R1 through R10 Districts after March, 1973

	As of Right				By Special Permit		
	Res.	CF	NH/HRF	DCF	CF	NH/HRF	DCF
R1	.5	.5	.5(a)	.5(a)	1.0	1.0	(d)
R2	.5	.5	.5(a)	.5(a)	1.0	1.0	(d)
R3	.5	1.0-1.6	.5	.5	(c)	1.0	.95
R4	.75	2.0-2.4	.75	.75	(c)	2.0	1.29
R5	1.27	2.0-2.4	1.25	1.25	(c)	2.0	1.95
R6	2.43	4.8	2.43	2.43	(c)	4.8	3.90
R7-1	3.44	4.8	3.44	3.44	(c)	4.8	5.01
R7-2	3.44	6.5	3.44	3.44	(c)	6.5	5.01
R8	6.02	6.5	6.02	6.02	(c)	6.5	()
R9	7.52	10.0	7.52	7.52	(c)(d)	10.0(d)	10.0(d)
R10	10.0(d)	10.0(d)	10.0(d)	10.0(d)	(c)	(c)	(c)

Res (Residential) CF (Community Facilities) NH (Nursing Homes)

HRF (Health Related Facilities) DCF (Domiciliary Care Facilities for Adults)

(a) Proprietary institutions not allowed in R1, R2.

(b) DCF not eligible for special permit in R1, R2.

(c) Community facilities receive the as of right floor area ratio without special permit.

(d) Community facilities, NH, HRF and DCF entitled to plaza bonus in R9, R10.

Amendments adopted as the Handbook went to press required special permits for domiciliary care facilities throughout the City. In areas of overconcentration of facilities special permits would also be necessary for nursing homes and health-related facilities.

The parking and loading regulations in the Resolution are based on the premise that buildings should be required to provide off-street parking facilities in direct proportion to the degree of car and truck use they generate. Generally, all buildings are required to provide off-street parking space. However, in the central areas of the City (Manhattan south of 110th Street, and downtown Brooklyn), commercial, manufacturing and most community facility uses are exempt from parking requirements because of the availability of public transit and the conviction that the effect of such parking would be to increase traffic congestion by attracting more cars into the heart of the City.

Parking provisions differ according to the type of district and the use and size of the development. The Resolution controls the minimum number of spaces required, the maximum number of spaces permitted and the distance of the parking facility from the use to which it is accessory. There are also controls on the size and operation of parking spaces, the location of access to the street, the use of required open space for parking and requirements for surfacing and screening.

RESIDENTIAL PARKING

The parking requirements for residential uses are established to reflect varying automobile ownership and utilization patterns and different levels of dependence on mass transportation in different density districts throughout the City. The requirements are also related to the type of parking facility provided.

For all residences for which parking space is provided individually for each dwelling unit, one space per dwelling unit is required in R1 to R7-1 Districts. Where parking is provided in a group facility — that is, two or more parking spaces with common access to a street — required parking is expressed as a percentage of the dwelling units for which spaces must be provided. In lower density R1 to R4 Districts, 100 percent of the dwelling units must be provided with at least one parking space. In R5 Districts, in a group facility one space must be provided for at least 85 percent of the dwelling units. In these districts it is possible to satisfy parking requirements by means of open parking on the lot if no more than one-half of the required open space of the lot is so utilized. Construction costs for open lot parking are not high; covered parking is more expensive and attractive — but it may create instead of occupy open space.

In higher density districts (R6 to R10) where mass transit is more accessible, parking requirements decrease as permitted bulk and density increase: 70 percent is required in R6 Districts; 60 percent is required in R7-1; 50 percent in R7-2; and 40 percent in R8, R9 and R10 Districts. In these districts, because of their higher densities, some or all of the parking must be garaged.

The cost of constructing garages is high and the requirement may impose a hardship on smaller lots in the higher density districts. Therefore, the requirements are waived on small lots — those under 10,000 square feet — in R7-2 to R10 Districts. The requirements are lowered for lots of 10,000 square feet or less in R6 or R7 Districts and for lots of 15,000 square feet or less in R7-2 through R10 Districts. These reductions are granted to avoid causing substantial hardship resulting from the cost as well as the difficulty of laying out parking facilities on small lots. Also on any size lot in the higher density districts, R6 through R10, the parking requirements may be waived if fewer than 5 spaces are required in R7 Districts and fewer than 15 in R8 through R10 Districts.

Parking requirements are reduced for public housing, publicly assisted housing and non-profit housing for the elderly because fewer residents own cars.

COMMERCIAL AND COMMUNITY FACILITY USES

Accessory off-street parking is permitted for all commercial and community facility uses. Parking is required for most permitted commercial and community facility uses in all Commercial Districts except those located in lower and central Manhattan and in downtown Brooklyn.

The commercial and community facility parking requirements are highly complex and are based on the fact that different establishments have different needs, and that the density of development and the transportation facilities differ in various parts of the City.

The amount of parking required for new commercial development varies with the district within which it is located, the size of the establishment and the types of use.

In areas of the City characterized by low density and high auto ownership, there are high parking requirements. In congested central areas, there are low requirements or exemptions.

The size of the establishment also affects the parking requirements. For most uses, parking is required only for establishments of a certain size. In low density districts, only very small establishments are excluded from the parking requirements. In high density districts only very large establishments are required to provide parking.

Requirements also vary with the type of use. Commercial uses have been divided into nine categories on the basis of these traffic generating characteristics and are designated by the letters from A to H. Each commercial use falls into one of these designated categories. Thus the parking requirements reflect the traffic generating qualities of the various commercial uses as well as their size and the districts in which they are located.

MANUFACTURING USES

Parking requirements for manufacturing uses vary according to size and use, but not according to location (except for those districts exempt from parking requirements — M1-4 through M1-6, M2-3, M2-4 and M3-2 which are manufacturing districts located in Manhattan south of 110th Street).

The parking requirements are designed to provide adequate off-street parking for industrial uses to prevent traffic congestion and thereby improve the efficiency of industrial areas and prevent neighboring areas from suffering the inconvenience caused by workers parking their cars on the streets.

For all new manufacturing establishments or enlargements, one space is required for every three employees or for every 1,000 square feet of floor area, whichever will require the larger number of spaces. These regulations attempt to relate the number of parking spaces to the probable number of cars the establishment will generate. If employment is unknown, the amount of floor area of an industrial building provides an adequate measure for determining the number of spaces needed. The floor area standard also allows for greater certainty in cases where employment in any building might fluctuate.

For warehouses and other storage establishments which have different traffic-generating characteristics from manufacturing establishments, one space is required for every three employees or every 2,000 square feet of floor area, whichever will require the smaller number of spaces. This requirement is designed to provide adequate parking, while not penalizing a very large storage establishment which has few employees.

These requirements apply to all manufacturing, storage, and related uses in all Manufacturing Districts except those within the Central Business District of Manhattan, south of 110th Street.

ADDITIONAL REGULATIONS

In all districts, controls are also imposed which specify the maximum number of spaces permitted. Other controls regulate: the location of spaces in relation to the use to which the spaces are related; the size of parking spaces; the location of exits and entrances; the use of required open space for parking; and requirements for surfacing and screening of parking spaces.

MAXIMUM NUMBER OF SPACES PERMITTED

A group parking facility contains two or more spaces serves more than one dwelling unit when accessory to a residence and has access to the street common to all spaces. In all districts, group parking facilities are limited to 150 spaces, except where accessory to residences, when a maximum of 200 spaces is allowed.

In residence districts, there is a further control and the maximum permitted number of spaces for residences is determined by the number of dwelling units on the lot or by the lot size and varies by district. For non-residential uses, maximums are determined by lot size alone.

These maximum limits are designed to prevent the possibility of traffic-congestion resulting from large and poorly located parking facilities. However, there are controls by which these maximum standards may be relaxed through modifications, exceptions and waivers. For group parking facilities, the maximum size specified may be increased up to 50 percent by the Commissioner of Buildings and, in certain cases, an even greater increase may be permitted by the Board of Standards and Appeals.

LOCATION OF PARKING FACILITIES

The Zoning Resolution recognizes that sometimes it is not possible to provide parking on the same site as a building. Therefore, the Resolution, in certain instances, allows parking facilities to be located on other zoning lots than the building served. For residential uses, except for residences in single family districts (R1 and R2), parking facilities may be 600 feet from the zoning lot containing the residential building in low density districts, and 100 feet away in the higher density districts.

The regulations for commercial, community facility and manufacturing uses are more liberal. Off-site parking facilities for these uses may be permitted in the same district, or, in certain cases, in an adjoining district. These regulations offer flexibility, while still requiring some proximity between a use and its parking facility.

LOADING REQUIREMENTS

The Resolution requires loading berths for most commercial manufacturing and storage uses and certain other uses such as hospitals, prison, and funeral parlors where vehicle access is indispensable. Like commercial and community facility parking requirements, loading berth requirements vary according to the district in which they are located, the size of the establishment and the type of use.

For commercial, manufacturing and storage uses, more berths relative to floor area are required in low bulk districts than in high bulk districts because of the smaller amount of ground floor area available on industrial lots in high bulk districts. In high bulk districts, only the large buildings are required to provide berths. These standards take into account both the size of the establishment and the type of traffic found in different parts of the City.

In addition to requirements regarding the number of berths, there are regulations relating to the size of berths, surfacing, screening, access and waiver of requirements where access is forbidden. These controls on the size, design and location of loading berths are meant to prevent parking on sidewalk areas and prevent the clogging of streets and sidewalks by trucks loading and unloading.

Chapter 8 SPECIAL TECHNIQUES

Since adoption of the 1961 Zoning Resolution, the Commission has created several special zoning techniques to encourage and preserve good development and not simply mandate minimum standards.

The most widely used affirmative zoning technique is special district zoning. This technique permits special areas, with their unique characteristics, to flourish rather than be overwhelmed by standard development. Zoning incentives encourage developers to provide amenities, from theaters to pedestrian plazas, in return for an increase in permitted floor area. The underlying judgment that must be made is whether the advantages of additional public amenities outweigh the disadvantages associated with increased bulk and density.

The Commission has established *Special Zoning Districts* to achieve specific planning and urban design objectives in a limited area. Each district stipulates requirements and/or provides zoning incentives for developers who provide the specific urban qualities the Commission seeks to promote in that area. It is a way of using private capital to carry out public policy. Brief descriptions of the intent of each district are given below:

SPECIAL ZONING DISTRICTS

● Special Theater District

The Special Theater District was established to promote the character of the existing theater district area by authorizing a floor area bonus for the inclusion of legitimate theaters in new office buildings located within the special district. This bonus may be granted through a special permit by the Planning Commission and the Board of Estimate.

As a condition for granting additional floor area such planning considerations as the adequacy of public services and facilities in the area and impact of the additional bulk on surroundings are considered.

*Special zoning
helps
revitalize and
preserve
theatre district*



- **Special Lincoln Square District**

The Special Lincoln Square District was established to protect the character of the area surrounding Lincoln Square as an international center for the performing arts. The district accomplishes its objective by offering special floor area bonuses by permit from the Planning Commission and the Board of Estimate for the provision of pedestrian malls, gallerias, covered plazas, pedestrian oriented circulation improvements and inclusion of low- and moderate-income housing in new development. The district mandates the height of building walls along certain streets, location of arcades and types of commercial use at street level in order to guide the orderly redevelopment of the affected area.

- **Special Limited Commercial District**

The Special Limited Commercial District attempts to preserve the character of commercial areas within Historic Districts. This is accomplished by restricting commercial uses to those compatible with the Historic District, mandating that all commercial uses be in completely enclosed buildings and limiting the size and illumination of signs within the Special District. One such special district was mapped in Manhattan's Greenwich Village.

- **Special Battery Park City District**

The Special Battery Park City District was created to govern a large development in an area close to the business core of Lower Manhattan in harmony with a Master Development Plan adopted by the City Planning Commission for that area. Regulations reflect vertical separation of land uses, provision of visual corridors allowing a view of the water from upland areas, development of pooled open spaces and a rational circulation system accommodating all major improvements of pedestrians and vehicles.

- **Special United Nations Development District**

The Special United Nations Development District attempts to guide the development of a midtown area adjacent to the United Nations in accordance with a development plan for the district approved by the Planning Commission and the Board of Estimate. A major feature of the development proposal is a unified design concept. The basic floor area ratio for the district is increased to promote special public amenities needed in the area and to implement the development plan.

- **Special Greenwich Street Development District**

The Special Greenwich Street Development District was established to foster and promote the orderly expansion of commercial development in an area of Lower Manhattan adjacent to Battery Park City and the World Trade Center.

This district attempts to implement an integrated plan for improved pedestrian and vehicular circulation as well as encourage development of a variety of retail and service establishments to meet the needs of the area's working population. This is accomplished through a fine-grained series of mandatory and elective pedestrian circulation and lot improvements relating to each property in the district for which floor area bonuses are offered.

Some unique features of this district are its provisions for involving both the developer and appropriate public agencies in the construction of certain pedestrian circulation improvements and the district's reliance on an administrative certification procedure rather than a legislative special permit approval for authorizing floor area bonuses in each case.

- **Special Fifth Avenue District**

The Special Fifth Avenue District was created to assure the continuation of Fifth Avenue as Manhattan's major retail street as well as to preserve it as a showcase of national and international prestige shopping. The district encourages the concentration of high quality department stores, retail clustering, restaurants and related activities that complement the unique character of the avenue. Incentives are given to provide hotel and residential uses above commercial uses.

To maintain the design character of Fifth Avenue, attempts were made to maintain the existing uniformity of front wall lines on both sides of Fifth Avenue. Plazas and arcades are discouraged along the Avenue. To improve pedestrian and vehicular circulation, mid-block connections in the form of portes-cochere, through-block arcades and covered pedestrian spaces are encouraged. Like the Greenwich Street District, a unique feature of the district is the reliance on a certification procedure rather than a special permit for authorizing bonuses.

- **Special Brooklyn Center Development District**

The Brooklyn Center Development District was established to promote the orderly development of Downtown Brooklyn in accordance with an urban renewal plan approved by the Planning Commission and Board of Estimate.

The major features of the district are such mandatory lot improvements as bridges and shopping arcades to facilitate pedestrian circulation in the area, and provisions for transfer of floor area between lots within the district in accordance with the over-all design concept for the district. The basic floor area ratio for the district is increased because of the required mandatory improvements.

- **Special South Street Seaport District**

The purpose of the Special South Street Seaport District is to make it possible to preserve and restore the Seaport's historic buildings in accordance with an approved development plan. The low scale of the Seaport would be retained by transferring development rights above the low buildings to specified neighboring locations for commercial development.

- **Special Park District**

The Special Park District was created to preserve two small private parks in Tudor City and other private parks in the Midtown area. The owner can transfer or sell the allowable building rights from the park property to other parcels in the Midtown core. Bulk of the receiving building could be increased up to 20 percent.

Only parks in existence as of July 1, 1972 are eligible for the special zoning. Once the development rights are transferred, the developer must continue to maintain his park and open it to the public.

- **Special Park Improvement District**

The Special Park Improvement District was created to preserve the character and architectural quality of Fifth and Park Avenues and to foster park and mall improvements in the area.

Developers in this area would normally receive a 20 percent bulk bonus for including a public plaza or arcade in their building. However, such open space was redundant along Fifth and Park Avenues and plazas were considered potentially destructive of

the continuous facade along Fifth Avenue. The district substitutes a contribution to a special park improvement fund instead of provision of the plaza bonus.

In order to maintain the architectural character of this district, builders would be required to build to the lot line; buildings would be limited in height to 25 stories. The decrease in height would be offset by the increase in lot coverage.

- **Special New York City Convention Center Development District**

The Special Convention Center District is designed to facilitate the construction of the planned New York City Convention and Exhibition Center on the Hudson River at Piers 84 and 86, extending inland to Eleventh Avenue between 44th and 47th Streets. The provisions of the district allow more flexibility in the design of the convention center.

- **Special Clinton Interim Preservation District**

The Special Interim Preservation District for the Clinton Area of Manhattan was created by a joint effort of the Commission and a community steering committee to insure that the Clinton community is not adversely affected by the Convention Center. The District is temporary and will remain in effect for one year while permanent plans for the neighborhood are developed.

The district would allow limited residential development and rehabilitation, but no safe housing could be demolished. The present income mix in the neighborhood would be maintained by requiring that a minimum of 70 percent of the aggregate number of new apartments constructed have subsidized rents. No new commercial or manufacturing buildings would be allowed and any new parking facility would require a special permit from the Planning Commission and Board of Estimate.

- **Special Sheepshead Bay District**

The Special Sheepshead Bay District was devised to encourage development that will strengthen and protect the neighborhood's unique waterfront recreation and commercial character. In the area immediately north of the fishing fleet wharves, commercial uses are restricted to those which support waterfront and tourist-related activities.

All new development along Emmons Avenue must provide widened sidewalks, and street trees and plazas which may contain sitting areas, landscaping, kiosks and cafes. Floor area bonuses are provided for plazas, arcades, usable residential open space and additional accessory commercial parking. Special density and height limits are established.

- **Special Northside Mixed Use District**

A Mixed Use District designed to meet the needs of neighborhoods where housing and industry co-exist. The Commission selectively mapped mixed use areas — R(M) when the area is primarily residential and M(R) when it is industrial — to allow controlled residential or light manufacturing expansion where such uses can grow and function without conflict.

R(M) and M(R) districts combine the regulations for R6 and M1 areas. In an M(R) district, manufacturing uses would have the same status as under current zoning but residential uses would not be non-conforming. Existing residences would be permitted to expand and new residential construction would be permitted as of right on blocks that are already primarily residential. New residential construction

would also be permitted on either sites after approval of a special permit by the City Planning Commission and the Board of Estimate.

In an R(M) district residential uses would be permitted to develop in the same manner as in any other R6 district. Limited expansion of selected light industries that do not conflict with residential uses would be permitted. Other industries would become non-conforming and be allowed to remain but not permitted to expand. New Industrial Development would require a special permit from the City Planning Commission and the Board of Estimate.

- **Special Madison Avenue Preservation District**

The Special Madison Avenue Preservation District is intended to preserve and reinforce neighborhood values along Madison Avenue from 61st to 96th Streets in Manhattan. The district limits the height of new development to the scale of existing buildings and requires a continuous building facade along Madison Avenue; mandates continuous ground floor development of a selected list of appropriate shops; and requires the provision of usable recreation space at roof top levels. The district limits the maximum floor area ratio to 10. Since building height is limited, more building coverage is allowed.

- **Special Manhattan Landing Development District**

The Special Manhattan Landing Development District guides off-shore development from Battery Park to the Manhattan Bridge along the East River. Zoning guidelines include a unified design concept and separation of pedestrian and vehicular traffic at different grades. Special design controls mandate the construction and coordinated development of esplanades, arcades, visual corridors, pedestrian walkways, public open space, elevated pedestrian bridges and retail space for the new residential population. Visual corridors will insure views of the water from inshore locations. Pedestrian bridges will connect Manhattan Landing with adjacent upland areas.

- **Special Transit Land Use District**

The Special Transit Land Use District relates development along Second Avenue to the new subway system. The special district would require builders of adjoining subway stations to reserve space in their projects for access to the subway. The new subway entrances and mezzanines would be airy, attractive and functional instead of sidewalk obstructions that impede pedestrian circulation. The district is mapped at 10 locations between East 13th and East 126th Street at sites of planned Second Avenue Subway Stations.

SPECIAL TECHNIQUES

- **Development Rights Transfers**

In addition to the special district technique, the Commission has created a zoning mechanism permitting the transfer of development rights from landmarks and other specifically designated valuable — but threatened — resources, such as parks, to nearby parcels.

Landmarks are vulnerable in zones that permit high density development. As old, small buildings, they are ripe targets for assemblages and redevelopment to bring the lot up to its full income-producing potential. Each zoning lot contains an envelope of air space which could potentially be filled by a building; most landmark buildings in central areas of the City do not approach this potential.

To preserve landmarks, but not deny developers full economic use of their properties, the Commission and Board of Estimate may, after a special review procedure involving public hearings, permit the unused development potential of the landmark to be transferred to an adjacent lot. The transferred development rights allow the adjacent building to be larger than usually permitted, with the extra bulk in the new building being offset by the smaller landmark structure. As part of the transfer, the developer must prepare an acceptable proposal to preserve and maintain the landmark.

Since the adoption of the original zoning amendment permitting development rights transfer, the concept has been expanded to permit the transferred development rights from an historic district to be banked and pooled for larger structures at designated locations on the edge of the district (South Street Seaport) and for development rights to be transferred to a property in the immediate neighborhood of, but not adjacent to, a landmark building (Grand Central Station). In 1972 the concept was further expanded to facilitate the preservation of valuable urban open space in the Tudor City parks.

- **Planned Unit Development**

Concern about providing open space and other amenities is not limited to the congested central areas of the City. The City has also encouraged the preservation of open space and preparation of good site plans in its relatively undeveloped sections. To this end, the Commission and the Board of Estimate accord building bulk bonuses to developers of well-conceived *planned unit developments* (PUDs). Planned unit developments provide low and moderate density housing in row houses or apartment buildings with common open space and other amenities. Side yard, setback and some other building restrictions are waived to permit maximum flexibility in clustering buildings. These developments are envisioned as planned communities and must provide certain amenities in return for design flexibility; for example PUD's over four acres must have a school site. Bonuses are granted for a well-designed site plan, large room and apartment sizes, provision of community facilities and recreation space, enclosed parking and other useful and attractive features.

- **Use of Restrictive Declarations**

The use of restrictive declarations is another helpful special technique. Concurrent with any zoning change, the Commission may require a restrictive declaration that places conditions on the future use of the land. This may control building design or land use or require that certain amenities be provided as a part of the development. A zoning change, by itself, may not always assure the objectives sought. Standard classifications may impose an unwanted burden, or neglect to control potentially harmful development.

Where standard classification presents these problems, the City's practice is to require the property owner to record a restrictive declaration incorporating special conditions and restrictions controlling development so that any new development will blend into its surrounding neighborhood. The restrictive declaration is a covenant running with the land, binding on successors and assigns into the future until the underlying conditions creating the need for the covenant have so changed that a court will set it aside.

Restrictive declarations may also be used when rezoning materially increases the value of the affected property. It may be appropriate for the zoning applicant to covenant a major public amenity such as a park, or grant a subway access easement as an additional condition justifying the rezoning.

Chapter 9 ADMINISTRATION

The Department of Buildings, the Board of Standards and Appeals, the City Planning Commission and the Board of Estimate bear the major responsibility for administering the Zoning Resolution. In addition, the Department of Air Resources, the Department of Health and the Department of Ports and Terminals are each responsible for enforcement and administrative functions which relate to their operations.

ENFORCEMENT OF THE RESOLUTION

Enforcement of the Zoning Resolution is primarily the responsibility of the Department of Buildings. The Department reviews applications for building permits, issues certificates of occupancy, and makes all inspections relating to compliance with the Zoning Resolution.

The Department of Buildings has the following responsibilities:

- Reviews applications for building permits, and grants zoning permits when the provisions of the Resolution are met.
- Reviews applications for certificates of occupancy for uses subject to performance standards (and in all cases where a building permit is not required).
- Maintains public records of all zoning permits and certificates of occupancy, appeals taken from the interpretation of the Building Department, applications to the Board of Standards and Appeals or Planning Commission for special permit actions and violations of and amendments to the Resolution.
- Maintains records of specified non-conforming manufacturing uses subject to termination.
- Interprets the provisions of the Resolution subject to appeal to the Board of Standards and Appeals and makes regulations for its enforcement and administration — as, for example, in the case of accessory off-street parking facilities.
- Orders, in writing, the remedying of any condition which is a violation of any provision of the Resolution.

ZONING AMENDMENTS (CITY PLANNING COMMISSION AND BOARD OF ESTIMATE)

Amendments to the Zoning Resolution, zoning map changes and special permit applications (with the exception of Board of Standards and Appeals permits) may be initiated only by the Planning Commission under Section 200 of the New York City Charter or by a property owner under the provisions of Section 201 of the Charter. All matters on the Planning Commission's Calendar are referred, pursuant to local law, to the appropriate Community Planning board.

The procedure for amending the text or the map of the Zoning Resolution is described below:

1. Application for a text change is submitted to the Planning Commission. If a change in the zoning map is desired, the application should include a description of the property (e.g., block number, lot number, street name, existing zoning, proposed zoning, etc.) and reasons for a map change.

The form for a January petition (Section 201, Charter) is prescribed by Rules and regulations of the Planning Commission. Petitioners must meet specified requirements for notifying surrounding property owners and file appropriate documents with the Commission in the month of January. Hearings will be scheduled on these matters if all the requirements are fulfilled.

2. The Commission reviews the request and where appropriate initiates a public hearing on the proposed zoning changes. (When a property owner requests an amendment during the month of January, the amendment requested by the property owner must receive a public hearing.)
3. All zoning amendments and map changes heard and approved by the Planning Commission are referred to the Board of Estimate for consideration.
4. The Board of Estimate may adopt, modify or turn down, by a majority vote after a required public hearing, any amendments approved by the Planning Commission within 60 days of filing amendments with the Board of Estimate.

If, however, a protest is filed by 20 per cent of the affected property owners with the Board of Estimate within a 30-day period, the amendment requires a three-quarter vote of the Board of Estimate.

Zoning amendments differ from zoning variances in several respects. An amendment is considered a legislative action and generally deals with a larger area (the entire City in terms of a text change). It is generally unconditional, has no time limit and affects all property equally within the area of the change. Zoning amendments must be approved by the Planning Commissioner and Board of Estimate. Zoning variances, on the other hand, are granted by the Board of Standards and Appeals. Variances address the specific hardships that may be associated with the development of a particular parcel of land. A variance is granted for a specific development for a specified period of time. A new development on the same parcel would not automatically be entitled to the benefits granted a prior development. The benefits expire with the particular use for which they were tailored.

VARIANCES (BOARD OF STANDARDS AND APPEALS)

Sometimes the peculiar shape, unusual topography or other unique physical characteristics of a lot would cause the owner practical difficulty or unnecessary hardship were he required to adhere to the strict letter of the Zoning Resolution in developing his land. In such cases, the Board of Standards and Appeals may grant variances from the use and bulk provisions of the zoning law to the extent necessary to permit a reasonable use of the land.

Before granting either use or bulk variances, however, the Board must find:

- that the practical difficulty or unnecessary hardship is caused by unique physical circumstances;
- that the practical difficulty or unnecessary hardship was not created by the present owner or his predecessors;
- that a variance is necessary to realize a reasonable return;
- that the character of the neighborhood will not be altered, use of adjacent property will not be impaired and public welfare will not be detrimentally affected by issuance of a variance; and
- that the variance given is the minimum necessary to provide relief.

SPECIAL PERMITS

(a.) Board of Standards and Appeals

The Board of Standards and Appeals may grant special permits for specified uses, and may modify certain zoning regulations.

The Board may permit a number of specified uses not allowed as of right to locate in certain Districts. Before granting a special permit of this kind, the Board must find that the facility is required to serve the needs of the neighborhood and that proper measures will be taken with regard to its design, location and operation.

The Board may modify certain regulations within limits set in the Resolution. These include:

- limited expansion of a building into a district where it would not be permitted by the regulations;
- limited enlargement or conversion of a building to a bulk not permitted under the regulations;
- modification of off-street parking requirements; or
- construction of buildings in excess of height limitations around major airports.

(b.) City Planning Commission and Board of Estimate

The City Planning Commission must approve the location of certain uses which would generate heavy traffic or pose other planning issues within the surrounding area. For example, the Planning Commission may permit:

- the construction of residential buildings which utilize air space over schools built by the Educational Construction Fund;
- transfer of unused air rights from landmark sites to adjacent properties;
- modification of bulk distribution requirements for commercial development extending into more than one block;
- floor area bonuses for certain public amenities.

The Planning Commission must make certain that the particular facility will fit properly into the neighborhood. It may also impose appropriate safeguards to protect the neighborhood. A special permit can only be granted by the Planning Commission after public notice and hearing. All such permits require Board of Estimate approval. The Board of Estimate can also modify a special permit approved by the Commission.

Special permits may be given for a limited term of years, and may be extended for additional periods. Application for a special permit must include a site plan and such other information as may be required by the City Planning Commission. The Commission may only grant the special permit, subject to appropriate conditions, after referral to other City agencies for report and after a required public hearing. A special permit authorization must be accompanied by general and specific findings specified in the Zoning Resolution.

Chapter 10 ZONING TOMORROW

Zoning is neither permanent nor rigid. It is, in a real sense, a system of values that changes to reflect the needs and consciousness of changing times.

It began as a passive instrument that set limits on size and use. It told a developer what he could not build. It was a negative control.

With the 1961 Resolution, zoning underwent a fundamental change. The 1961 code is a positive document. In simplest terms, this is manifested by the way the Resolution determines what can be built in a district. Unlike the 1916 code, it specifically enumerates uses allowed in each district. Formerly, when a new use came into being it could locate anywhere until zoning caught up with its existence. The 1961 document is positive in another way with more far-reaching implications.

The framers of the 1961 Resolution judged that public open space at the base of towers in dense areas was desirable. They also recognized that private developers could not be expected to donate such plaza space. A tool was built into the Resolution to compensate developers who provided a plaza. The trade-off gave developers extra rentable floor space if their developments contained public plazas.

With this so-called plaza bonus, zoning took a major step forward. A new concept was introduced, the use of zoning as a positive instrument to carry out public policy with private finances.

Since 1961 many new techniques have become incorporated into the resolution. Zoning has been used to help revitalize the theater district, to protect landmarks, create planned communities that preserve trees, streams and hills to protect the scale and quality of special neighborhoods, and to save housing as well as spur development. There are many other techniques being studied to promote better planning and development in the City — including the housing quality recommendations of the Urban Design Council. These address some of the problems that have arisen with the current resolution. The proposed reform would require that new development be built according to the prevailing neighborhood scale and achieve at least certain clearly defined standards of quality, and would substitute the concept of recreation space for open space.

Clearly, these and other concepts expand the boundaries of zoning from a strict measure of building setback or a list of allowed (or excluded) uses. They broaden the horizons of planning and allow government and the community — and so, the people — to assume a more firm and sensitive control of their destiny.

THEORY OF THE EARTH

The theory of the earth is a branch of geology which deals with the origin and development of the earth and its various parts. It is a science which seeks to explain the processes which have shaped the earth and its features. The theory of the earth is based on the study of the earth's structure and its various parts, and on the study of the processes which have shaped the earth and its features. The theory of the earth is a science which seeks to explain the processes which have shaped the earth and its features.

The theory of the earth is a science which seeks to explain the processes which have shaped the earth and its features. It is a science which seeks to explain the processes which have shaped the earth and its features. The theory of the earth is based on the study of the earth's structure and its various parts, and on the study of the processes which have shaped the earth and its features. The theory of the earth is a science which seeks to explain the processes which have shaped the earth and its features.

Appendix A FORM OF THE RESOLUTION

The New York City Zoning Resolution consists of nine articles, 126 zoning maps, and an appendix. It is bound in two volumes. One includes maps of the entire City, showing the zoning designation of each piece of land. The second volume is the text of the Resolution which explains the regulations that apply to each zoning district.

THE ZONING MAPS

A single set of maps records the zoning structure for the entire City. For easy reference, the maps have been drawn in a series of 126 sections.

Heavy solid lines on the zoning maps indicate the boundaries of zoning districts. Certain districts (such as special districts or C1 or C2 Districts) allowing neighborhood shopping and service facilities in residence districts are mapped as overlays modifying but not totally supplanting the controls of the underlying district.

THE ZONING TEXT

The text of the Resolution consists of nine Articles. The articles are:

- Article I. General Provisions dealing with definitions of words and interpretations of the regulations (Sections 11-00 to 12-10).
- Article II. Residence District regulations including use, bulk, and off-street parking provisions (Sections 21-00 to 21-70).
- Article III. Commercial District regulations including use, bulk and parking (Sections 21-00 to 36-60).
- Article IV. Manufacturing District regulations including use, bulk, and parking (Sections 41-00 to 44-50).
- Article V. Non-conforming Uses and Non-complying Buildings dealing with regulations on continuance, change, or termination of such uses (Sections 51-00 to 53-30).
- Article VI. Special Height Regulations Around Major Airports (Sections 61-00 to 61-41).
- Article VII. Administration dealing with such matters as enforcement, variances, appeals, amendments, and special permits (Sections 71-00 to 79-30).
- Article VIII-IX. Special Purpose Districts (Sections 81-00 to 97-00).

DEFINITION OF WORDS

All words used in a specifically defined sense are italicized, and definitions of all italicized words are set forth in Article I of the Resolution. For convenience, key definitions are also repeated in sections in which they are used.

THREE MAJOR ARTICLES

All use, bulk and parking regulations applying to Residence Districts are in a single article (Article II) and this is also the case for Commercial Districts and Manufacturing Districts (Articles III & IV).

NUMBERING SYSTEM

Each section of the Resolution has a four- or five-digit number. The first two digits represent the article and chapter number, respectively. The remaining digits identify sections. Major sections have four digits and include all subordinate sections which have a fifth digit.

DISTRICT SYMBOLS

Each zoning district is designated by one letter plus one or two numbers. The first letter shows the general use classification — R for Residence, C for Commercial, and M for Manufacturing. Residence Districts (with two exceptions) have one number, indicating levels of permitted bulk and density and required parking. Most Commercial and all Manufacturing Districts have two numbers — the first number indicating uses and the second number indicating permitted bulk or required parking or both. A second number is used in R3 and R7 Districts to indicate different use, bulk or parking requirements and in R1 districts to indicate different lot size requirements.

THE COLUMNAR CHART

In all chapters containing uses, bulk, or parking regulations a columnar chart along the right-hand margin singles out the districts to which each section applies. Where no columnar chart is shown, the regulations apply to all districts covered in the article. A person interested only in a given district can use the columnar chart and quickly pick out all regulations applicable to that district.

TABLES, DIAGRAMS AND CHARTS

For convenience, a great many regulations are in tabular form, supplemented by drawings and diagrams. Supplementary tables summarizing series of regulations are also provided.

INDEX OF USES

An alphabetical index of all uses, showing the Use Group in which each is listed, the districts in which it is permitted, and its parking requirement category, if applicable, is in the Appendix.

Use	Use Group	Park- ing Re- quire- ment Cate- gory	Districts in Which Permitted														
			R1 R2	R3 to R10	C1	C2	C3	C4	C5	C6	C7	C8	M1	M2	M3		
Adhesives manufacture, excluding manufacture of basic components	17													M1	M2	M3	
Advertising displays manufacture	17													M1	M2	M3	
<i>Advertising signs</i> (See Sections 32-63 and 42-52)																	
Agricultural machinery manufacture, including repairs	18															M3	
Agriculture			R1 R2	R3 to R10	C1	C2	C3	C4	C5	C6	C7	C8	M1	M2	M3		
Without nuisance or sales limitations	4													M1	M2	M3	
Without nuisance or sales limitations	17													M1	M2	M3	
Aircraft manufacture (including parts)	17													M1	M2	M3	
Airports														M1	M2	M3	
Amusement parks, children's (See children's amusement parks)																	

Appendix B HOW TO USE THE RESOLUTION

Each section of the text is identified by a number. The first two digits indicate the Article and Chapter. The remaining digits indicate the Section or subsection. For example, 43-121 identifies Article IV, Chapter 3, Subsection 121 (a subsection within section 12).

Throughout the Resolution, all words specifically defined in the text are italicized.

Use, bulk and parking regulations for each district are indicated separately within the appropriate Article. For example, Article II contains regulations for Residence Districts, Article III contains regulations for Commercial Districts, Article IV contains regulations for Manufacturing Districts.

HOW TO DETERMINE WHAT MAY BE BUILT ON A SPECIFIC PIECE OF LAND

- Identify the district in which the project is located by referring to the appropriate map.
- Turn to the article indicated by the district symbol (R = Residence; C = Commercial; M = Manufacturing).
- Check the Use Group Chart in the article to see which Use Groups are permitted in the district.
- Read the sections on these Use Groups to see which uses are permitted in the district as a matter of right and which uses are permitted by a special permit by the City Planning Commission or the Board of Standards and Appeals.
- Determine which bulk and parking regulations apply to the zone in which the site is located.

HOW TO DETERMINE WHERE A SPECIFIC USE MAY BE LOCATED

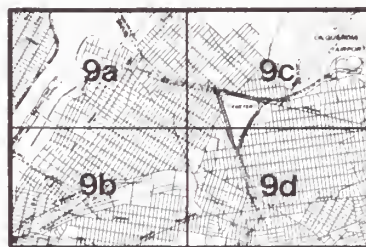
Turn to the "Index of Uses" in Appendix A of the Zoning Resolution to determine the zoning districts in which the use may locate.

In districts listed but not asterisked, a use is permitted as a matter of right. In districts marked with a single asterisk, a special permit from the Board of Standards and Appeals is required. In districts marked with a double asterisk, a special permit from the City Planning Commission and Board of Estimate is required.

Appendix C HOW TO READ ZONING MAPS

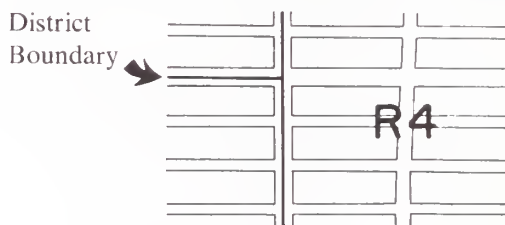
FIND THE MAP

Locate the property in question on the "Index Map" of the Zoning Resolution and note the section and quarter in which the property lies. Then, turn to that quarter section map which shows the streets, blocks and zoning district boundaries.

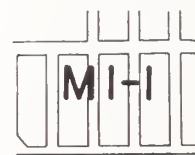


DETERMINE ZONING DISTRICT BOUNDARIES

Heavy solid lines on zoning maps indicate boundaries of Zoning Districts.



A letter identifies general use categories – R for Residence, C for Commercial and M for Manufacturing.



The first number refers to the particular range of permitted uses. An additional number, in most cases, indicates bulk and parking controls (e.g. C4-2).

Various patterns on the map indicate the different local retail and local service zones within Residence Districts.



Commercial District
Mapped in Residence Districts

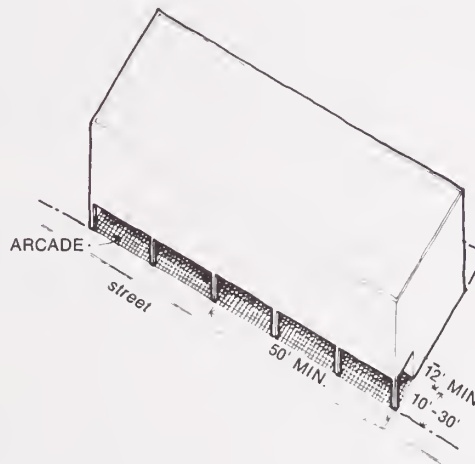
Appendix D GLOSSARY*

ACCESSORY USE

An *accessory use* is a *use* which is clearly incidental to and customarily found in connection with the principal *use*. Such *accessory use* must be conducted on the same *zoning lot* as the principal *use* to which it is related, unless modified by the district regulations.

ARCADE

An *arcade* is a continuous covered area which opens onto a *street* or to a *plaza*. It is unobstructed to a height of not less than 12 feet, and is accessible to the public at all times.



BASEMENT

A *basement* is a story which has less than one-half of its height below *curb level*.

BLOCK

A *block* is a tract of land bounded by *streets* or by a combination of *streets*, public parks, railroad rights-of-way, pierhead lines and airport boundaries.

BUILDING

A *building* is a structure which has one or more floors and a roof and which is permanently affixed to the land.

BUILDING, MIXED

A *mixed building* is a *building* in a *Commercial District* used partly for *residential use* and partly for *community facility* or *commercial use*.

BULK

Bulk is the term used to describe the size (including height and floor area) of *buildings*.

CELLAR

A *cellar* is a portion of a building which has more than one-half of its height below *curb level*.

*For the statutory definition of these terms refer to the Zoning Resolution, Section 12-10. All terms defined are italicized.

COMMERCIAL BUILDING

Any *building* occupied only by *commercial uses*.

COMMERCIAL DISTRICT

A *commercial district* is designated by the letter "C" (C1-2, C3, C4-7 . . .).

COMMERCIAL USE

Any *use* listed in Use Groups 5 through 16.

COMMUNITY FACILITY BUILDING

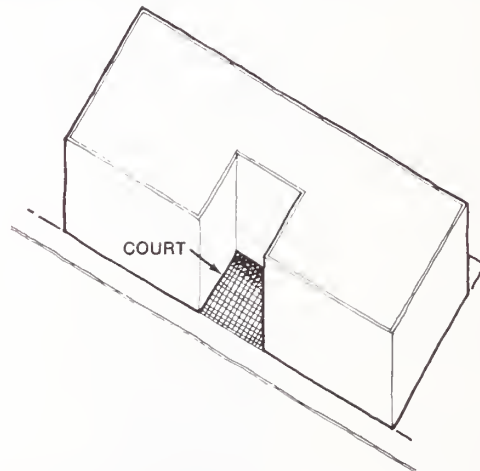
Any *building* occupied by a *community facility use*.

COMMUNITY FACILITY USE

Any *use* listed in Use Groups 3 or 4, except open uses (golf courses, cemeteries, outdoor tennis courts, farms and gardens).

COURT

A *court* is any open area other than a *yard* or portion thereof, which is unobstructed from its lowest level to the sky and which is bounded by either building walls or building walls and one or more *lot lines*.



CURB LEVEL

Curb level is the mean level of the curb adjoining a *zoning lot*. This provides the base from which height and setback computations are made and building stories counted.

DEVELOPMENT

A *development* includes: a) the construction of a new *building* or other structure on a *zoning lot*; b) the relocation of an existing *building* to another *lot*; or c) the use of a tract of land for a new *use*.

DWELLING UNIT

A *dwelling unit* consists of one or more rooms in a *residential building* or *residential* portion of a *building*.

ENLARGEMENT

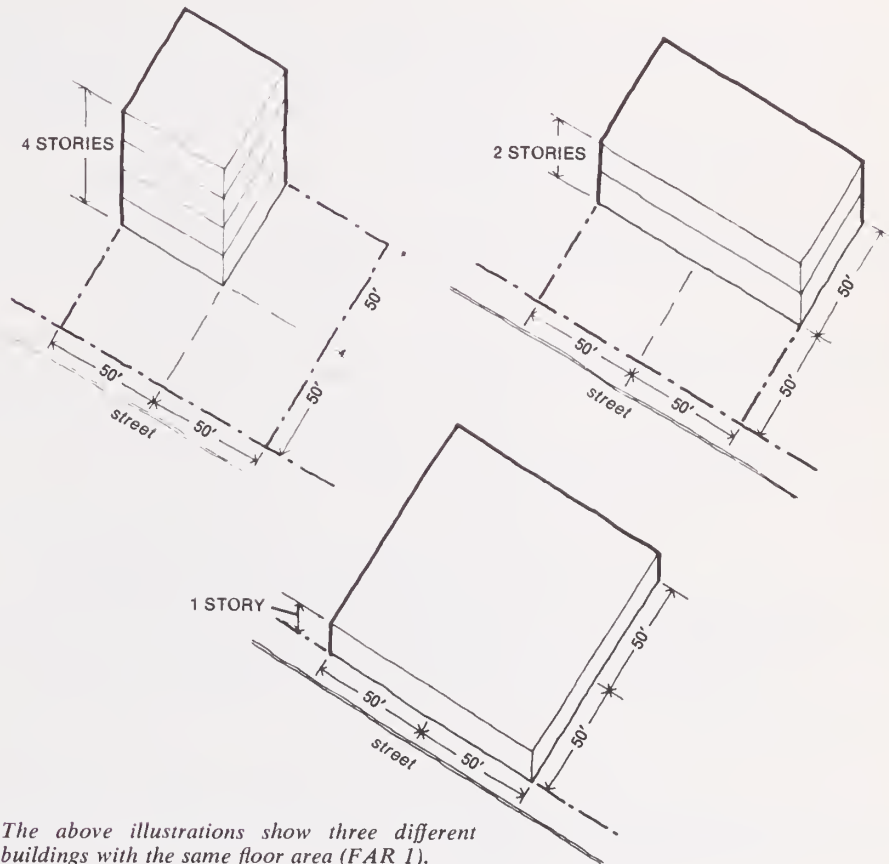
An *enlargement* is an addition to the *floor area* of an existing *building*.

EXTENSION

An *extension* is an increase in the amount of existing *floor area* used for an existing *use*.

FLOOR AREA

The *floor area* of a *building* is the sum of the gross area of each floor of the *building*, excluding *cellar space*, floor space in open balconies, elevator or stair-bulkheads and floor space used for *accessory parking* which is located less than 23 feet above *curb level*.



The above illustrations show three different buildings with the same floor area (FAR 1).

FLOOR AREA RATIO

Floor area ratio (F.A.R.) is the total *floor area* on a *zoning lot* divided by the area of that *zoning lot*. Each *zoning district classification* contains an F.A.R. control which, when multiplied by the *lot area* of the *zoning lot*, produces the maximum *floor area* allowable on such lot.

GROUP PARKING FACILITY

A *group parking facility* is a *building* or lot used for parking more than one motor vehicle.

HEIGHT FACTOR

The *height factor* of a *building* is equal to the total *floor area* of the *building* divided by its *lot coverage*.

JOINT LIVING-WORK QUARTERS FOR ARTISTS

Space for an artist and his family in a non-residential building used for living quarters and a studio or workshop.

LARGE-SCALE COMMUNITY FACILITY DEVELOPMENT

A *development* or *enlargement* predominantly for *community facility uses* on a tract of land which has or will have an area of at least three acres in single ownership.

LARGE-SCALE RESIDENTIAL DEVELOPMENT

A *development* used predominantly for *residential uses* on a tract of land which is in single ownership and which is of a certain minimum size (at least 3 acres with a total of 500 dwelling units or at least 1.5 acres with a total of three principal *residential buildings*). Existing *buildings* may not form a part of a *large-scale residential development*.

LEGALLY REQUIRED WINDOW

A window is required to light or ventilate a living room under section 4 of the New York State Multiple Dwelling Law.

LIMITED HEIGHT DISTRICT

An overlay district (designated with the letters "LH") in which the heights of *building* are limited. These districts are confined to areas designated as *historic districts* by the Landmarks Preservation Commission.

LOT AREA

The *lot area* is the area of a tract of land (*zoning lot*) in single ownership located within a *block*.

LOT AREA PER DWELLING UNIT

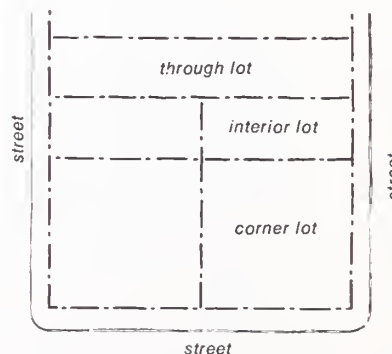
Amount of *lot area* required for each *dwelling unit* located on a *zoning lot*.

LOT AREA PER ROOM

Amount of *lot area* required for each *room* located on a *zoning lot*.

LOT, CORNER

A *corner lot* is either a *zoning lot* bounded entirely by *streets* or a *zoning lot* which adjoins the point of intersection of two or more *streets*. The only part of a *zoning lot* which can qualify as a *corner lot* must be within 100 feet of the intersecting *street lines*.



LOT DEPTH

Lot depth is the mean horizontal distance between the *front lot line* and *rear lot line* of a *zoning lot*.

LOT, INTERIOR

An *interior lot* is any *zoning lot* neither a *corner lot* nor a *through lot*. (See illustration above)

LOT LINE

A *lot line* is a boundary of a *zoning lot*.

LOT LINE, FRONT

A *front lot line* is a street line.

LOT LINE, REAR

A *rear lot line* is any *lot line* of a *zoning lot* which is generally parallel to any *street line* bounding such *zoning lot*.

LOT LINE, SIDE

A *side lot line* is any *lot line* which is not a *front lot line* or a *rear lot line*.

LOT, THROUGH

A *through lot* is any *zoning lot*, not a *corner lot*, which connects two generally parallel *streets* (see illustration opposite).

LOT WIDTH

Lot width is the mean horizontal distance between the *side lot lines* of a *zoning lot*.

MANUFACTURING DISTRICT

A *Manufacturing District* is designated by the letter "M" (M1-1, M2-2 . . .).

MANUFACTURING USE

A *manufacturing use* is any *use* listed in Use Group 17 or 18.

NON-COMPLYING, OR NON-COMPLIANCE

A legal *non-complying building* is any *building* legal at its inception which no longer complies with any one or more of the present district *bulk* regulations.

Non-compliance is failure by a *building* to comply with any one of such applicable *bulk* regulations.

NON-CONFORMING, OR NON-CONFORMITY

A legal *non-conforming use* is any *use* legal at its inception (whether of a *building* or *tract of land*) which no longer conforms to any one or more of the present *use* regulations of the district.

Non-conformity is failure by a *use* to conform to any one of such applicable *use* regulations.

NON-PROFIT HOSPITAL STAFF DWELLING

A *non-profit hospital staff dwelling* is a dwelling owned by a non-profit institution or subsidiary non-profit housing corporation which contains *dwelling units* reserved exclusively for occupancy by staff members of such institutions.

NON-PROFIT RESIDENCE FOR THE ELDERLY

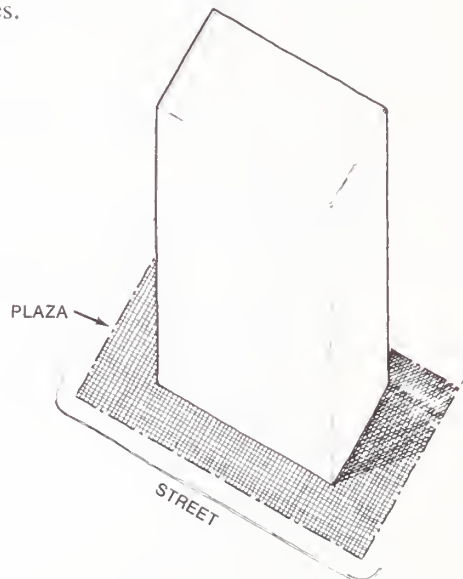
A *non-profit residence for the elderly* is a residence occupied at least 90 percent by elderly families, where the head of the household (or his or her spouse) is sixty-two years of age or over, or by single elderly persons who are sixty-two years of age or over, which contains at least 4 percent of the total floor area of the *building* or *buildings* for related accessory social and welfare facilities and is operated on a non-profit basis.

OPEN SPACE

Open space is that part of a *zoning lot*, including courts or yards, which is open and unobstructed from its lowest level to the sky, except for specifically enumerated obstructions, and is accessible to and usable by all persons occupying *dwelling units* on the *zoning lot*.

PLAZA

A *plaza* is an open area accessible to the public at all times. It shall not at any point be more than five feet above nor more than twelve feet below the *curb level* of the nearest adjoining street. It must be unobstructed from its lowest level to the sky except for certain permitted obstructions such as arbors, awnings, ornamental fountains and flag poles.



PUBLIC PARKING GARAGE

A *public parking garage* is a building:

- (a) Which provides parking, except for commercial or public utility vehicles or dead storage, and
- (b) Some or all of the parking spaces are non-*accessory*.

A *public parking garage* may include *accessory* off-street parking spaces limited to such spaces which are *accessory* to other *uses* on the same *zoning lot*.

PUBLIC PARKING LOT

A *public parking lot* is any tract of land which:

- (a) Is used for parking, not for commercial or public utility vehicles or dead storage, and

(b) Is not *accessory* to a use on the same or another *zoning lot*.

RAILROAD OR TRANSIT AIR SPACE

Railroad or transit air space is space directly over a railroad or transit right-of-way yard. After special review and under appropriate conditions and safeguards development may be permitted in such space.

RESIDENCE, OR RESIDENTIAL

A *residence* is a *building* or part of a *building* containing *dwelling units* or *rooming units*, including one-family or two-family houses, multiple dwellings, boarding or rooming houses or apartment hotels.

RESIDENCE DISTRICT

A *Residence District* is a district identified by the letter "R" (R5, R3-2, R10H . . .).

RESIDENCE, SINGLE-FAMILY

A *single-family residence* is a *building* containing one *dwelling unit* occupied by one family.

RESIDENCE, TWO-FAMILY

A *two-family residence* is a *building* containing two *dwelling units* occupied by two families.

RESIDENTIAL USE

A *residential use* is any *use* listed in Use Group 1 or 2.

ROOMS

For zoning computations, a *room* is a space such as a living room or bedroom. The basic living space in a *dwelling unit* (a living room, dining area, and kitchen and bath) counts as 2½ zoning rooms. Each additional *room* as defined in Section 4 of the Multiple Dwelling Law in a *dwelling unit* counts as another *zoning room*.

SIGN (ADVERTISING)

An *advertising sign* directs attention to a business, profession, commodity, service or entertainment conducted, sold or offered elsewhere than upon the same *zoning lot*.

SIGN (BUSINESS)

A *business sign* directs attention to a profession, business, commodity, service or entertainment conducted, sold or offered upon the same *zoning lot*.

SIGN (FLASHING)

A *flashing sign* is any illuminated *sign*, whether stationary, revolving or rotating, which changes light or color.

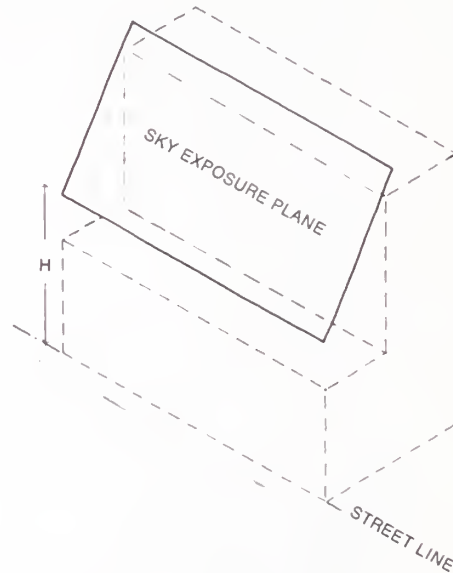
SIGN (ILLUMINATED)

An *illuminated sign* uses artificial light or reflected light from an artificial source.

SKY EXPOSURE PLANE

A *sky exposure plane* is an imaginary inclined plane:

- (a) Beginning above the *street line* (or, where so indicated, above the front *yard line*) at a height set forth in the district regulations and
- (b) Rising over a *zoning lot* at a ratio (of vertical distance to horizontal distance) set forth in the district regulations. (figure 4)



H = maximum height of front wall and starting point of sky exposure plane

In the illustration the building shown in the dashed line makes its initial setback below the maximum front wall height (h). The height of the front wall may not penetrate the sky exposure plane. The roof of the building, however, sets back at the point dictated by the sky exposure plane.

STORY

A *story* is that part of a *building* between the surface of one floor and the ceiling immediately above. However, a *cellar* does not count as a *story*.

STREET

Any road, *street*, highway, expressway, boulevard, parkway, avenue, alley or other public way, as shown on the City Map or a way which is intended for public *use* and provides a principal means of approach for vehicles or pedestrians from a way shown on the City Map to a *building* or *structure*. *Street* refers to the entire public right-of-way (including public sidewalks).

STREET LINE

A *street line* is a *lot line* separating the *street* from a lot.

STREET, NARROW

A *narrow street* is less than 75 feet wide.

STREET WALL

A *street wall* is a wall or portion of a wall of a *building* facing a *street*.

STREET, WIDE

A *wide street* is 75 feet or more in width.

THROUGH BLOCK ARCADE

A *through block arcade* is a continuous area within a building connecting one *street* with another *street* or *plaza* or *arcade* adjacent to the *street*.

USE

A *use* is any activity, occupation, business or operation carried on, or intended to be carried on, in a *building* or on a tract of land.

USE GROUP CHART

Uses are grouped in Use Groups. Charts relating use groups to zoning districts follow:

USE GROUPS
PERMITTED IN RESIDENCE DISTRICTS

DISTRICTS		USE GROUPS			
		RESIDENTIAL		COMMUNITY FACILITIES	
		1	2	3	4
SINGLE FAMILY DETACHED RESIDENCE	R1 R2				
GENERAL RESIDENCE	R3- R10				

 Permitted uses

USE GROUPS PERMITTED IN COMMERCIAL DISTRICTS

DISTRICTS		USE GROUPS															
		RESIDENTIAL		COMMUNITY FACILITIES		RETAIL AND COMMERCIAL						RECREATION				SER. SERVICE	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
LOCAL RETAIL	C1																
LOCAL SERVICE	C2																
WATERFRONT RECREATION	C3																
GENERAL COMMERCIAL	C4																
RESTRICTED CENTRAL COMMERCIAL	C5																
GENERAL CENTRAL COMMERCIAL	C6																
COMMERCIAL AMUSEMENT	C7																
GENERAL SERVICE	C8																

USE GROUPS PERMITTED IN MANUFACTURING DISTRICTS

DISTRICTS		USE GROUPS															
		COMMUNITY FACILITIES		RETAIL AND COMMERCIAL							RECREATION				GEN. SERVICE	MANUFACTURING	
				3	4	5	6	7	8	9	10	11	12	13			14
LIGHT MANUFACTURING	M1																
MEDIUM MANUFACTURING	M2																
HEAVY MANUFACTURING	M3																

YARD

A *yard* is the required open area on a *zoning lot* along the *lot lines*. A *yard* shall be unobstructed from the lowest level to the sky except for certain permitted obstructions.

YARD EQUIVALENT, REAR

A *rear yard equivalent* is an open area which may be required on a *through lot* as an alternative to a required *rear yard*.

YARD, FRONT

A *front yard* is a yard extending along the full length of a *front lot line*. In the case of a *corner lot*, any *yard* extending along the full length of a *street line* shall be considered a *front yard*.

YARD, REAR

A *rear yard* is a *yard* extending for the full length of a *rear lot line*.

YARD, SIDE

A *side yard* is a *yard* extending along a *side lot line* from the required *front yard* (or from the *front lot line*, if no *front yard* is required) to the required *rear yard* (or to the *rear lot line*, if no *rear yard* is required). In the case of a *corner lot*, any *yard* which is not a *front yard* shall be considered a *side yard*.

ZONING LOT

A *zoning lot* is a contiguous tract of land located within a *block* which, at the time of filing for building permit, is designated as a tract to be used, developed or built upon under single ownership. A contiguous tract of land may include one or more lots of record.

A *zoning lot* may be subdivided into two or more *zoning lots*, provided that all resulting *zoning lots* and all buildings thereon shall comply with all of the applicable provisions of the Zoning Resolution. Ownership of a *zoning lot* shall be deemed to include a lease of not less than 50 years duration with an option to renew so as to provide a total lease of not less than 75 years duration.

ZONING MAPS

Maps that are included in the provisions of the Zoning Resolution to indicate the location and boundaries of zoning districts.

Appendix E **TABLES**

Table 1	Residence Districts: Permitted Uses
Table 2	Residence Districts: Minimum Lot Size Requirements For Residential Buildings
Table 3	Residence Districts: Bulk Regulations For Residential Buildings
Table 4	Residence Districts: Yard Requirements For Residential Buildings
Table 5	Commercial Districts: Permitted Uses
Table 6	Residential Uses In Commercial Districts
Table 7	Commercial Districts: Maximum Floor Area Ratio
Table 8	Manufacturing Districts: Permitted Manufacturing Uses
Table 9	Manufacturing Districts: Maximum Floor Area Ratio

**Table 1 Residence Districts:
Permitted Uses**

District	Uses	Use Groups
R1	Single Family Detached Residence; Community Facility Use	1, 3, 4
R2	Single Family Detached Residence; Community Facility Use	1, 3, 4
R3-1	Single- or Two-Family Residence, Attached or Semi-attached; Community Facility Use	1, 2, 3, 4
R3-2 to R10	Residence of all kinds; Community Facility Use	1, 2, 3, 4

**Table 2 Residence Districts: Minimum
Lot Size Requirements
For Residential Buildings**

District	One-family Detached or Two-family Detached Residences		Other Types of Residences	
	Area (in sq. ft.)	Width (in ft.)	Area (in sq. ft.)	Width (in ft.)
R1-1	9,500 ¹	100 ¹
R1-2	5,700 ¹	60 ¹
R2	3,800 ¹	40 ¹
R3-1	3,800 ²	40 ²	1,700	18
R3-2	3,800	40	1,700	18
R4	3,800	40	1,700	18
R5	3,800	40	1,700	18
R6	3,800	40	1,700	18
R7	3,800	40	1,700	18
R8	3,800	40	1,700	18
R9	3,800	40	1,700	18
R10	3,800	40	1,700	18

¹Single-family detached residences only.

²One- or two-family residences, detached or semi-detached.

Table 3 Residence Districts: Bulk Regulations For Residential Buildings

District	Maximum Floor Area Ratio ¹	Minimum Required Open Space Ratio ³	Minimum Required Lot Area ⁴ (in sq. ft.)		Minimum Required Floor Area (in sq. ft.)	Corresponding Dwelling Units or Rooms per Acre	
			Per Dwelling Unit	Per Room	Per Room	Dwelling Units ⁶	Rooms
R1-1	0.50	150.0	9,500			4	
R1-2	0.50	150.0	5,700			7	
R2	0.50	150.0	3,800			11	
R3	0.50	150.0		375		(25)	116
R4	0.75	80.0			205	(35)	158
R5	1.25	40.0			215	(56)	252
R6	2.00 to 2.43	30.0 to 33.5		106 to 96		(90 to 100)	415 to 440
R7	2.88 to 3.44	18.0 to 22.0		81 to 72		(120 to 134)	538 to 573
R8	4.88 to 6.02	8.0 to 10.7		53 to 44		(186 to 220)	822 to 968
R9	6.54 to 7.52	4.2 to 6.2		42 to 39		(228 to 248)	1,037 to 1,062
R10	10.00 ²	None		30 ⁵		322	1,452 ⁵

¹When a range of floor area ratios is shown, the lower is for lowest building typical of the district, and the higher is the maximum achievable in the district for taller buildings.

²The floor area ratio shown is exclusive of the bonuses for plazas, arcades, etc. which can increase FAR by 20 percent.

³When a range of open space ratios is shown, the lower is the minimum required at the lower floor area ratio shown, and the higher is the minimum required at the higher floor area ratio shown.

⁴When a range of required lot areas per room, or rooms per acre, is shown, the first number is the density permitted at the lowest open space ratio shown, and the second is the maximum density permitted in the district.

⁵The lot area requirement and number of rooms per acre shown are exclusive of the bonus for plazas, or arcades, which can reduce the lot area requirements up to 17 percent and increase the possible rooms per acre up to 20 percent in this district.

⁶Dwelling units shown for R3 to R10 Districts are computed by assuming 4.5 rooms per dwelling unit.

**Table 4 Residence Districts:
Yard Requirements For Residential Buildings**

District	Front Yards Depth (in feet)	Rear Yards ² Depth (in feet)	Side Yards					
			Single- or two-family detached residences			Other types of residences		
			Number required	Minimum width (in feet)		Number required	Minimum width of yard, or of open area if provided (in feet)	
				Combined	Each		Combined	Each
R1-1	20	30	2 ¹	35 ¹	15 ¹	—	—	—
R1-2	20 ³	30	2 ¹	20 ¹	8 ¹	—	—	—
R2	15	30	2 ¹	13 ¹	5 ¹	—	—	—
R3	15 ³	30	2	13	5	2	16	8
R4	18 ³	30	2	13	5	2	16	8
R5	18 ³	30	2	13	5	2	16	8
R6	None	30	2	13	5	None	16	8
R7	None	30	2	13	5	None	16	8
R8	None	30	2	13	5	None	16	8
R9	None	30	2	13	5	None	16	8
R10	None	30	2	13	5	None	16	8

¹Single family detached residences only.

²No rear yards are required for corner lots.

³On corner lots, one front yard may have a lesser depth; 15 feet in R1-2, 10 feet in R3, R4 or R5 Districts.

**Table 5 Commercial Districts:
Permitted Uses**

District	Uses	Use Groups
C1	Wide range of retail stores and personal service establishments for local shopping; Residential and Community Facility Uses.	1-6
C2	Wide range of local service establishments; Residential and Community Facility Uses.	1-9, 14
C3	Waterfront recreation, related to boating and fishing; Residential and Community Facility Uses.	1-4, 14
C4	General Commercial such as department store, theatre, etc.; Residential and Community Facility Uses.	1-6, 8-10, 12
C5	Central Commercial uses which serve the entire metropolitan region; Residential and Community Facility Uses.	1-6, 9-11
C6	Full range of commercial uses requiring a central location; Residential and Community Facility Uses.	1-12
C7	Large, noisy, traffic generating uses such as open amusement park.	4-10, 12-15
C8	Service establishments such as automobile service stations.	4-14, 16

Note: In all Districts except C7, uses must be located within completely enclosed buildings. Open store fronts and store windows are allowed, however, in C2, C3, C4, C6-1 through C6-4, C6-6, and C8 Districts.

**Table 6
Residential Uses In
Commercial Districts**

In Commercial Districts, residential buildings and the residential portions of buildings used partly for residential and partly for commercial purposes (mixed buildings) are generally governed by Residence bulk provisions, as shown below.

For Residential or Residential Portions of Mixed Buildings In	These Residence Bulk Provisions Apply
C1-1 to C1-5 and C2-1 to C2-5	The bulk provisions of the surrounding Residence Districts
C3	R3-2
C4-1	R5
C4-2, C4-3, C6-1A	R6
C1-6, C2-6, C4-4, C4-5, C6-1	R7
C1-7, C6-2	R8
C1-8, C2-7, C6-3	R9
C1-9, C2-8, C4-6, C4-7, C5, C6-4, C6-5, C6-6, C6-7	R10

**Table 7 Commercial Districts:
Maximum Floor Area Ratio**

	District	Maximum Floor Area Ratio ¹		
		Commer- cial buildings	Commu- nity facility buildings	Residential buildings ²
C1 or C2, when mapped in:	R1			
	R2	1.00	1.00	0.50
	R3			
	R4	1.00	2.00	0.75
	R5	1.00	2.00	1.25
	R6	2.00	4.80	2.00 to 2.43
	R7-1	2.00	4.80	2.88 to 3.44
	R7-2	2.00	6.50	2.88 to 3.44
	R8	2.00	6.50	4.88 to 6.02
	R9	2.00	10.00	6.54 to 7.52
	R10	2.00	10.00	10.00
	C1-6	2.00	6.50	2.88 to 3.44
	C1-7	2.00	6.50	4.88 to 6.02
	C1-8	2.00	10.00	6.54 to 7.52
	C1-9	2.00	10.00	10.00
	C2-6	2.00	6.50	2.88 to 3.44
	C2-7	2.00	10.00	6.54 to 7.52
	C2-8	2.00	10.00	10.00
	C3	0.50	1.00	0.50
	C4-1	1.00	2.00	1.25
	C4-2	3.40	4.80	2.00 to 2.43
	C4-3	3.40	4.80	2.00 to 2.43
	C4-4	3.40	6.50	2.88 to 3.44
	C4-5	3.40	6.50	2.88 to 3.44
	C4-6	3.40	10.00	10.00
	C4-7	10.00	10.00	10.00
	C5-1	4.00	10.00	10.00
	C5-2	10.00	10.00	10.00
	C5-3	15.00	15.00	10.00
	C5-4	10.00	10.00	10.00
	C5-5	15.00	15.00	10.00
	C6-1	6.00	6.50	2.88 to 3.44
	C6-1A	6.00	6.50	2.00 to 2.43
	C6-2	6.00	6.50	4.88 to 6.02
	C6-3	6.00	10.00	6.54 to 7.52
	C6-4	10.00	10.00	10.00
	C6-5	10.00	10.00	10.00
	C6-6	15.00	15.00	10.00
	C6-7	15.00	15.00	10.00
	C6-8	10.00	10.00	10.00
	C6-9	10.00	15.00	10.00
	C7	2.00		
	C8-1	1.00	2.40	
	C8-2	2.00	4.80	
	C8-3	2.00	6.50	
	C8-4	5.00	6.50	

¹ The floor area ratios shown are exclusive of bonuses for plazas, plaza-connected open areas, or arcades.

² When a range of floor area ratios is shown, the lower is for the lowest building typical of the district, and the higher is the maximum achievable in the district for taller buildings.

**Table 8 Manufacturing Districts:
Permitted Manufacturing Uses**

District	Uses	Use Groups*
M1	Light industrial uses such as research laboratories, or wholesale service facilities; certain Community Facility Uses.	4-14, 16-17
M2	General industrial uses with performance characteristics less desirable than those permitted in M1 district	5-17
M3	Heavy industrial uses such as chemical manufacturing, power plants, foundries, etc.	5-18

*Uses in Use Groups 11A, 16, 17 and 18 are required to comply with the performance standards set forth in Section 42-20 to minimize adverse environmental impact on neighboring areas.

**Table 9 Manufacturing Districts:
Maximum Floor Area Ratio**

District	Maximum Floor Area Ratio	
	Commercial or manufacturing buildings	Community facility buildings ¹
M1-1	1.00	2.40
M1-2	2.00	4.80
M1-3	5.00	6.50
M1-4	2.00	6.50
M1-5	5.00 ²	6.50
M1-6	10.00 ²	10.00 ²
M2-1	2.00	...
M2-2	5.00	...
M2-3	2.00	...
M2-4	5.00	...
M3-1	2.00	...
M3-2	2.00	...

¹ Only Use Group 4 uses are permitted.

² The floor area ratio shown is exclusive of bonuses for plazas, plaza-connected open areas, or arcades.

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